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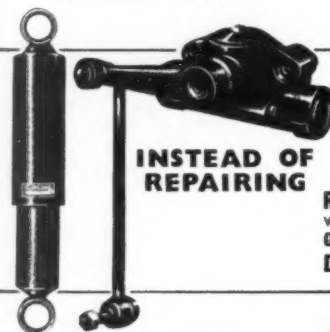
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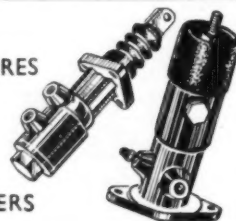
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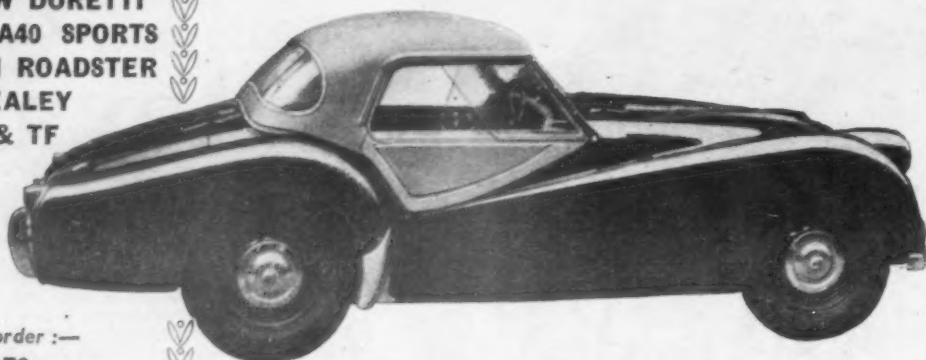
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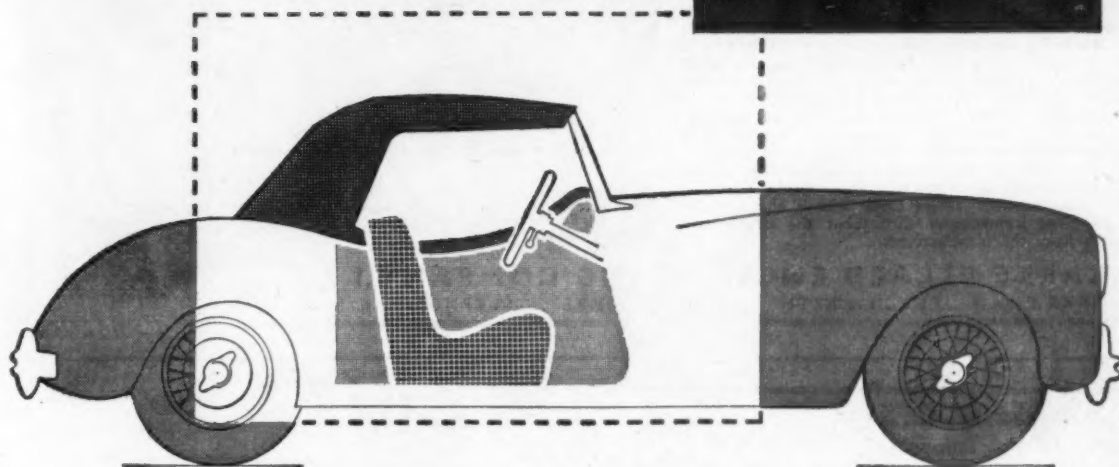
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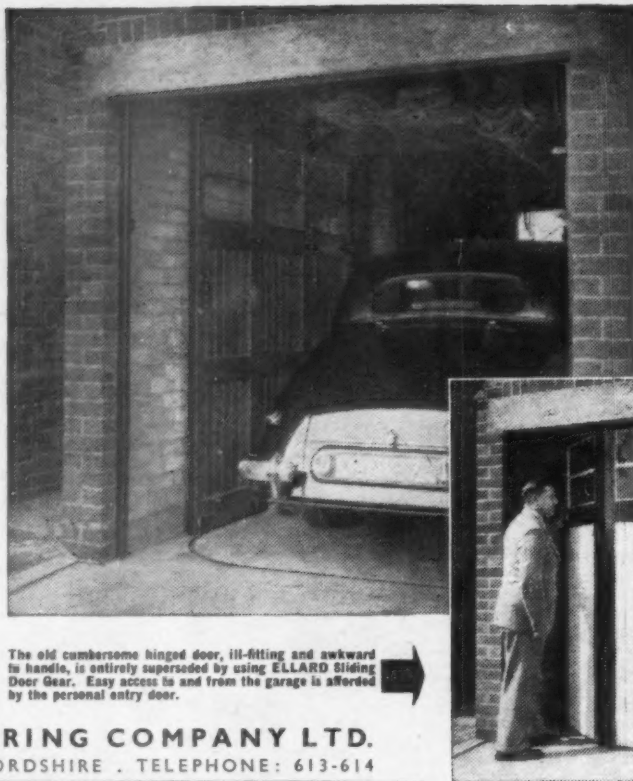
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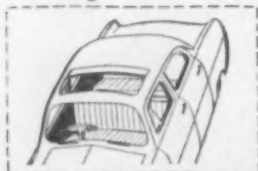


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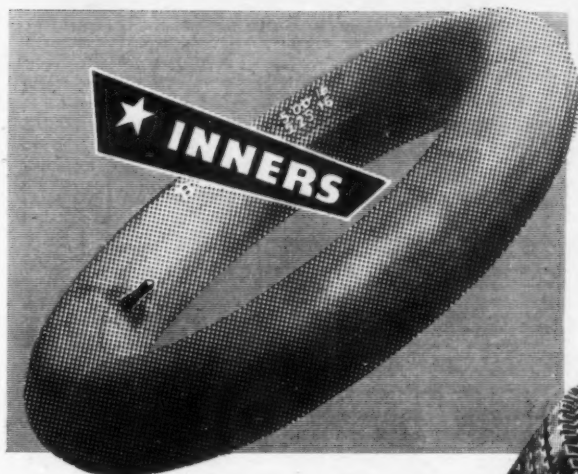
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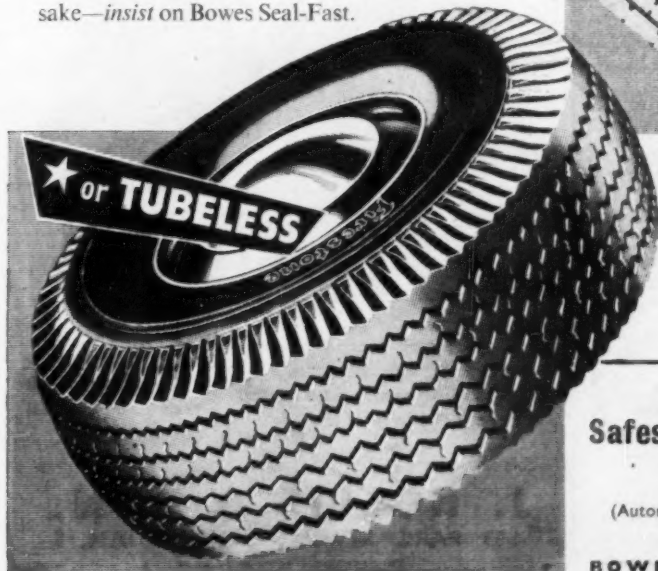
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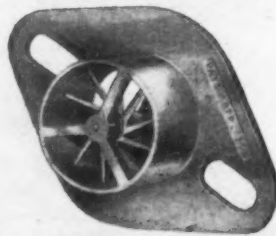
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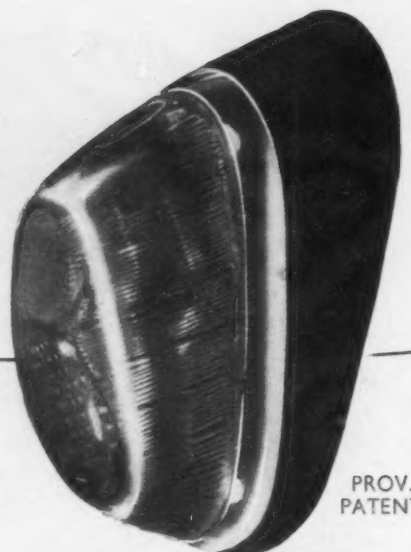
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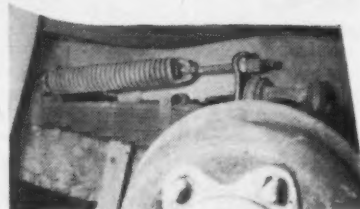
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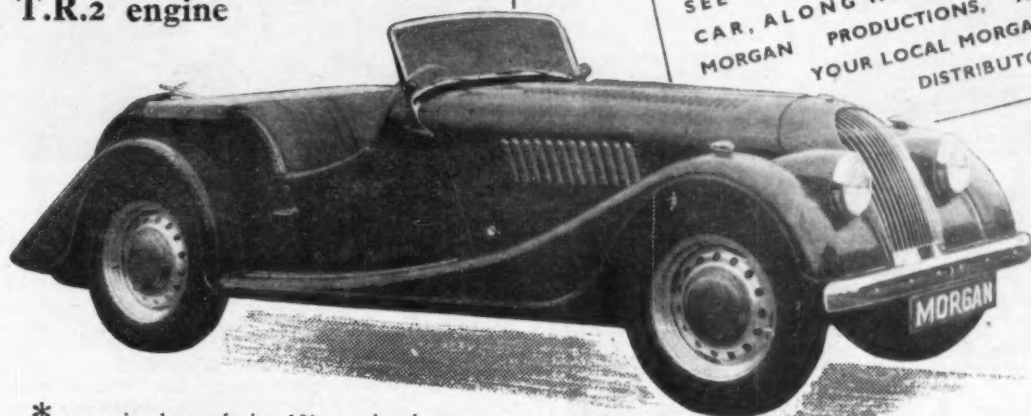
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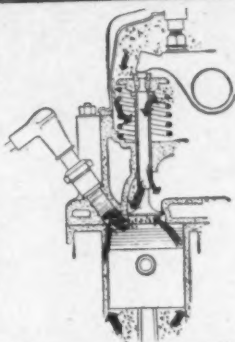
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—THEN READ THIS AUSTIN EXPERT'S ADVICE

Readers who have any car maintenance problems are invited to seek the advice of our technical experts.

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My A-40 Devon, which has now covered some 40,000 miles, has at times a tendency to misfire. A check of the sparking plugs on these occasions shows the points to be moist with oil. The engine is running so well otherwise that I do not feel a major repair can be called for, and would be glad of your advice.



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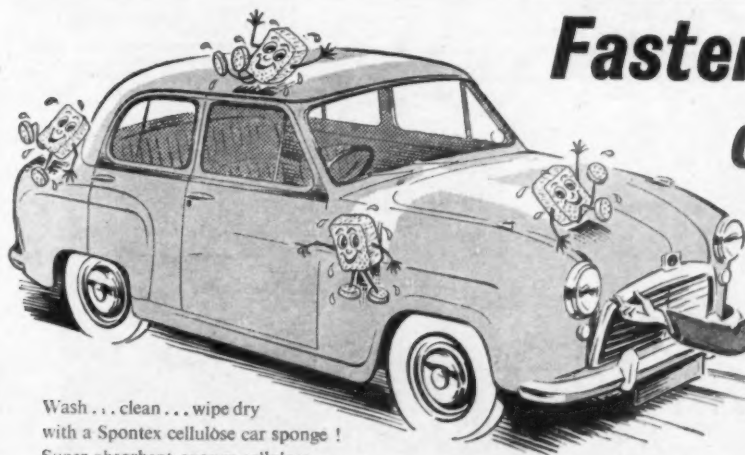
Austin Magazine, December, 1954

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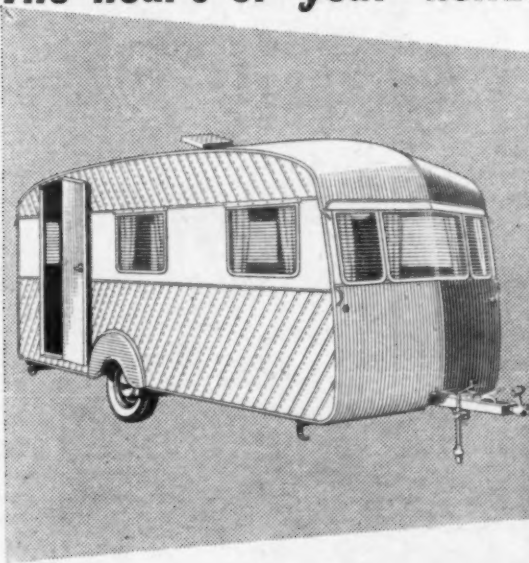


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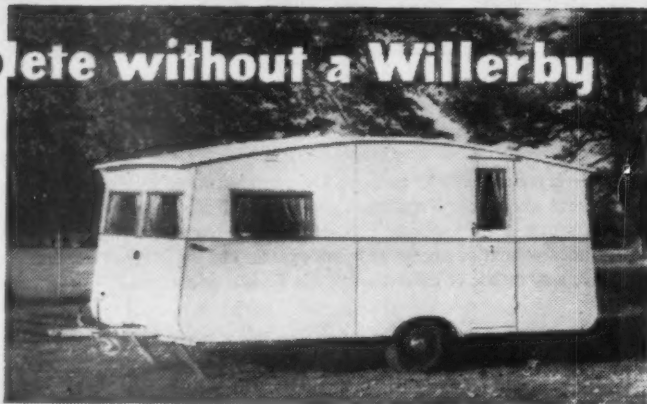
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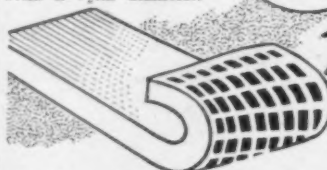
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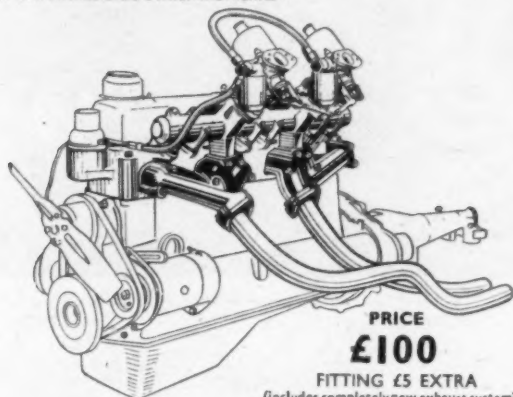
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The Autocar

FOUNDED 1895

No. 3107

Friday, 17 June 1955

Vol. 102

Deciding Line

PEOPLE throughout the world, whether or not they are concerned with motor sport, have been deeply shocked by the calamity at Le Mans. That an event so rich in colour and tradition—one, incidentally, to which thousands of Britons make an annual pilgrimage—should have been responsible for the most serious accident in motor racing history has come as a bitter blow. To those whose grief in the loss of their relations or friends is infinitely greater, *The Autocar* offers its deepest sympathy.

Many people, mindful of their initial reactions to the news of the accident, not unnaturally expressed the view that road races of this kind should be prohibited forthwith. The French authorities—the Cabinet, the Automobile Club de l'Ouest and the Le Mans Prefecture—have acted quickly and responsibly without being unduly precipitate. Road racing has been temporarily suspended in France until stricter regulations and new safety measures have been devised and approved. Independently, the Mercedes company has also announced its intention to withdraw from races for the rest of the season except where special safety measures are adopted.

Among those who organize racing events, and among the participants as well, the feeling has been growing up for some time past that changes in the layout of several circuits, and more stringent regulations for the safety of the public and of the cars and their drivers would be necessary. If a serious accident was to occur at Le Mans, the probable place was in the narrow pit stretch. This much was agreed even before Jean Behra and others were injured in a mishap which occurred there earlier, during practice. In general the safety precautions taken in recent years have been such that no criticism at all could fairly be levelled at the organizers.

There is very little likelihood of the 24-Hour Race being abandoned, or of it being vastly changed in character. Neither regulations nor even disasters will stop technical progress, nor will they lessen the keen international competition. For 30 years or more individuals and committees have been trying, without success, to define a sports car and to decide how many of a single model must be built to justify the term "in production." Nevertheless, the opinion is very widely held that while this valuable opportunity for rigorous competitive testing of sports cars should be fully exploited, and that the sporting (as opposed to Grand Prix racing) spirit of the event should be preserved. Colloquially, "Let's not let things get out of hand."

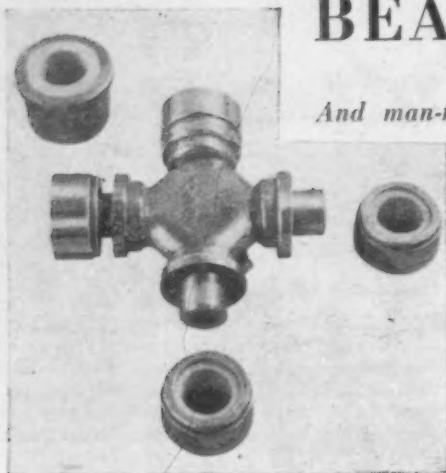
Opening Up

SURPRISINGLY little attention is given nowadays to the development of open bodywork. Some years ago the truly open car, characterized by detachable side screens, was beneficially influenced by the Continental cabriolet; the contemporary drophead coupé resulted, with wind-up windows and stout hood. But all the time speeds are rising and the wind at 60 and 70 miles an hour proves extremely searching. Laced as it usually is with the low temperatures and high humidity of the English summer, it has earned open car motoring a somewhat esoteric reputation in this country, addicts of the game being expected to look as if they had been dragged through a quickset hedge backwards (women), or colour-bonneted like a Welsh rugby supporter (men). Alternatively, the coupé owner goes slowly during a heat wave, the hood remaining up for the rest of the year.

Something better than this should be possible, especially in these plastic days. Riders of the little three-wheeled Messerschmidts seem to journey happily around within a plastic bubble, and it seems a pity that more bodywork specialists do not experiment along these lines. The almost discarded sunshine roof pointed the way; this could be opened, whatever the weather (provided that it was not actually raining), to a crucial point where ventilation was excellent while no draught was caused. At the same time the occupants felt that they were enjoying open car motoring. As a substitute for the sunshine roof one or two of the really high-class specialist bodies have transparent roof panels, closed off by a blind if need be, but a third stage should be possible in which the transparent panel itself could be opened.

BEARINGS WITHOUT

And man-made lubricants for tomorrow's cars . . .



Universal joint spider with nylon bushes

NEW materials and techniques are promising substantial developments in automobile lubrication in the reasonably near future. Already there are oils which can be man-made to suit the most stringent engine conditions, with great resistance to deterioration; there are bearings which, running dry, evince less friction than ice; there are materials which, impregnated into a suitable carrier, may dispense with spring lubrication; there are oils which, when cool, are thinner than the usual winter oil and, when hot, thicker than the usual summer grade.

Great development work is going on in all these directions, and we may not have to wait very long for general industrial applications which will make car lubrication no longer dependent on grease gun and comparatively frequent oil changes.

Straight mineral oils have been generally in use in the past for lubrication purposes; castor and similar vegetable oils were resorted to in special applications because of the attack of mineral oil upon rubber. Synthetic rubbers relieved this problem—an important one because of the danger of deteriorating seals, glands, diaphragms and the like, in such applications as hydraulic brake systems.

Additives were developed during the war to overcome engine development snags, particularly with regard to bearings, but as bearing metal technique improved, there was less need for additives, which at that stage in their development were blamed for sludging, corrosion and similar drawbacks. Later, as demands on engine efficiency increased, so did the requirements of lubrication, and additives were brought into use again, though now with the benefit of the knowledge, experience and development which had taken place in the intervening years.

Additives are incorporated nowadays in lubricants to perform a number of functions. An organic amine, for instance, will increase the resistance of oil to oxidation; a phosphoric salt will decrease or eliminate a tendency to bearing corrosion (cases of crankshaft failure have been attributed to such attack); a metallic sulphonate or phenolate will promote engine cleanliness by acting as a detergent; an organic phosphor or sulphur, an extreme pressure agent, will give high load carrying properties; a polymer or wax naphthalene, a pour depressant, will make the oil flow more freely at reduced temperatures; a resin will improve the viscosity-temperature relationship.

These additives are present in very small proportions indeed—0.5 per cent of one additive, for example, will reduce the pour point at which the oil is about to congeal because of the formation and interlocking of wax crystals, by 15 deg F. These depressants act by providing nuclei around which the wax can form, thus maintaining the wax in a dispersed condition.

One hears a great deal about detergents, probably because

of the increasing use of them in domestic applications. In oil, these act by electrical attraction between the molecules of detergent and the contaminant—the latter are organic oil oxidation products and partially burned fuel, and the detergent additive maintains them in suspension in a finely divided form. Another effect is that oxidation products are made oil-soluble instead of insoluble. A detergent will often function as an anti-oxidant initially, but usually will become pro-oxidant with use, so that detergents are consumable, although an anti-oxidant may be added to offset this effect. They may also cause foaming in the crankcase.

A high-pressure additive, when the oil film breaks down, forms a metallic soap and to this extent is expendable. It follows that an additive-type oil, if used too long, may exhaust the additives which confer special properties, and thus lose the value of that protection. Hence the importance of periodic change of oil.

One of the most publicized developments of recent years has been the production of multigrade oils, which have a much shallower viscosity curve than those of the traditional blends. This means that in cold engine conditions, the oil is as free-flowing as, say, an S.A.E.10 grade, but when the engine is hot, the oil retains the viscosity—the “oiliness”—of a 30-grade oil.

They are blended mineral oils containing specially matched additives, including polymerized organic compounds which improve the viscosity index without causing adverse effects such as sludging, corrosion or loss of viscosity under shearing conditions—under the latter circumstances the heat and shearing stress can change the nature of some potential additives.

Need for Caution

These oils, designed to meet the higher lubrication demands of engine development, would seem at first sight to have substantial reserves of quality for older engines, but there are serious dangers to be reckoned with. An old engine which has run for a long time on “old-fashioned” oil will almost certainly have built up considerable amounts of sludge and similar deposits throughout the circulation system. A detergent oil may loosen and move along these deposits so thoroughly as to block an oilway and cause a major breakdown, so that special precautions are advisable if it is decided to make the change.

It is safer and wiser to use these oils in a new engine in which their special properties can be utilized to the full without fear of unexpected and possibly catastrophic side-effects. It is also wise to stick to one blend, for if different kinds of additive oil are mixed in one's engine, they might behave badly through incompatibility of the additives.

Probably the biggest contribution to the great progress which has been made in oil technology in recent years has been the development of methods of measurement of engine wear and the effects of changes of lubricant and additive. This was formerly a tedious and very lengthy affair—a diamond could be used to make an indentation in a cylinder wall, for example, and then the engine run. By periodic dismantling of the engine and careful measurement of the decrease in size of the indentation, the rate of wear of the cylinder wall could be determined. The sump oil could be chemically analysed to trace metal worn from cylinder and rings, but this also involved hours of most delicate work.

Nowadays, the tests have been speeded up enormously, and much greater accuracy ensured, by using on the piston in the test engine a ring which has been irradiated in an atomic pile. The activated atoms are uniformly distributed

OIL

By HAROLD HOLT



Nylon bush and pin (left) show little sign of wear compared with the phosphor bronze bush and pin (right)—but they were in use for the same length of time in arduous conditions in spring eyes on the same vehicle

through the ring, so that by measuring the increase in radioactivity of the oil, the rate of wear of the ring can be determined. Wear rates as low as 0.004in per year can be indicated within a two-hour test, and the effects of changes in load, jacket temperature, oil or additives, can be shown in a few minutes.

Parallel with the development of low viscosity oils most promising work has been going on—the making in the laboratory of synthetic oils which are essential for some special applications, and which may well prove to have substantial advantages over more orthodox lubricants for car use. One kind, known as esters, were found to be the only suitable lubricants for some aero turbines. More likely to be of value for car engines are the silicones, derived from what was originally a chemical curiosity—a material easily worked with the fingers which, placed on a flat surface,

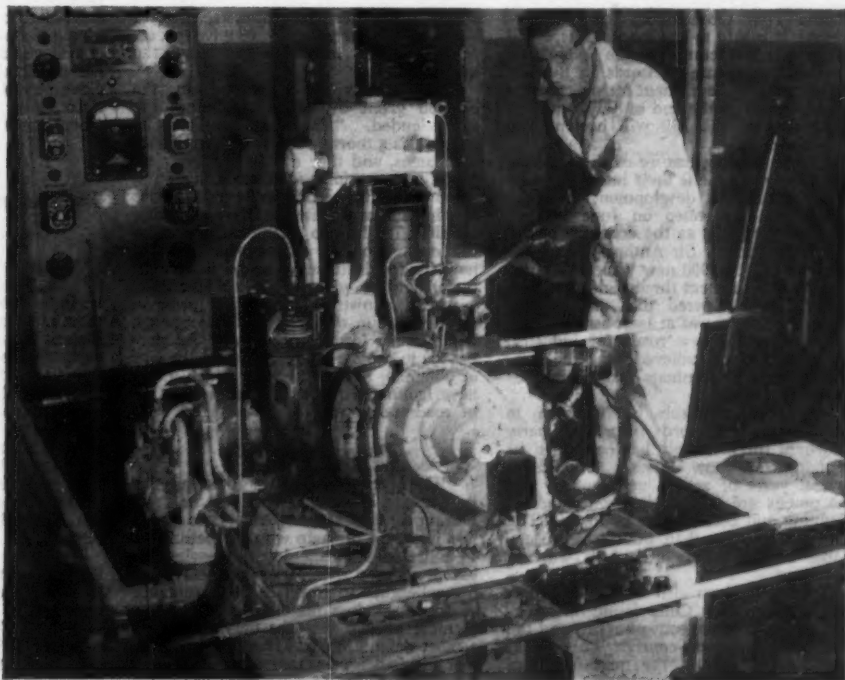
flowed like a soft putty, yet, thrown on the ground, bounced like a piece of rubber. First practical application was as a constituent of car polish, and since then many variations on the silicone theme have been found to have valuable properties as lubricants. Their structure is partly organic—from which is derived their wide range, flexibility and water repellency—and partly inorganic—giving stability through a wide range of temperatures.

In practice they have been found to have a very wide range of operating temperature, inherent low pour point (around minus 75 deg F), high viscosity index (little variation of consistency with temperature), stability at high temperatures, giving a long life under arduous conditions, and high resistance to oxidation.

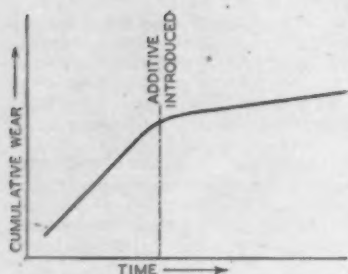
There are many more varieties of these artificial oils than there are of the orthodox hydrocarbon lubricants, and they have a much wider range of choice of properties. This means that the chemist may, like a tailor, make a lubricant “to measure” to fit the needs of the sporting, racing fraternity or the more sober needs of the business man. It is intriguing to consider that these new super-lubricants are derived from silica, familiar to everyone as the sand of the seashore—and a less suitable material for preventing wear and friction it would be hard to imagine.

So much for the engine and transmission, and the care of reciprocating and rotating movement at high speed in conditions in which a constant flow of lubricant can be assured. But there are many parts of a car which have to work under adverse conditions of exposure with no provision for unbroken lubrication—they have to rely on intermittent and often inadequate attention with a grease gun. For such applications the oil and grease experts are also producing additives—some are stiffening agents, and others increase the “clinginess” of the grease so that it will stay on the job longer.

A bright prospect in this field, however, is a new material commonly known as p.t.f.e.—short for polytetrafluoroethylene. Like other great discoveries of the past, it was found by accident. Work on refrigeration research was going on with tetrafluoroethylene gas, when a bottle of it was observed to have lost pressure without losing weight. It was found that the gas had polymerized to form a white, waxy substance—p.t.f.e. The new material had an exceptional resistance to chemical attack or to exposure, a very wide working

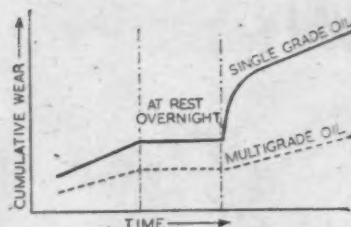


A radio-active ring is fitted to the piston of a test engine at the Thornton research centre of Shell-Mex and B.P., Ltd. The operator is using long-handled tongs and heavy gloves to minimize the effects of radiation



Graph recording the decrease in wear rate when an additive is included in the oil in a test engine, as shown in the radio-active tracer removed by wear from the piston ring

The effect of wear from an additive type oil compared with a "straight" oil—this stresses the rapid upward curve of wear under cold start conditions. Suppression of high initial wear rate is by lower viscosity, and inhibition of corrosion overnight



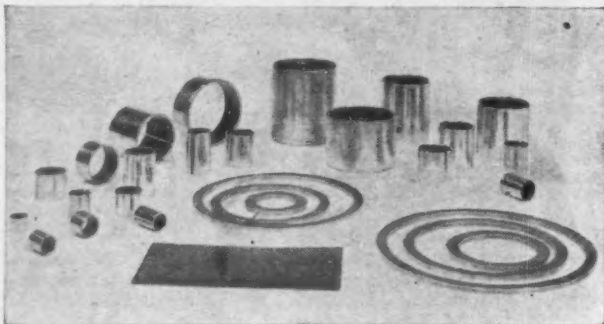
temperature range and a very low coefficient of friction—similar to that of ice and, in fact, lower than that of a conventional bearing, even with good lubrication.

Investigation showed that its remarkable properties could best be utilized by impregnating it into a porous metal bearing or bush, which gives dimensional stability and helps to conduct away frictional heat.

Bearings of nylon, too, are being tested extensively for such purposes as universal joint spiders and spring eyes. It has an excellent bearing surface but it is not a good conductor of heat, and it would seem that the best can be made of it by using it as a thin lining backed by a metal bush or bearing.

Such developments as these bring appreciably nearer the day when many of the bearings and friction points which we now have to keep lubricated by periodical attention with a grease gun will be sealed in manufacture and installed for the life of the vehicle without requiring any servicing.

A selection of the Glacier DP series of p.t.f.e. bearings and thrust washers



Westminster Commentary :

Strike Lessons for Politicians?

NOW that "the hurly-burly's done," and the battle lost to the Conservatives, we get more news of the Road Traffic Bill which died at the dissolution. It is to be given priority in the new Parliament that opened last week and, as the Tory Government has been re-elected, it is safe to assume that there will be no drastic alteration in the text passed through the House of Lords in the last Parliament. Adjournment for the summer recess will be at the end of July, and it is expected that the Bill will become law before then.

An encouraging feature of the Government's programme is their intention to go ahead with road development and—the Prime Minister stated on June 9—they hope to expand it as the economy of the country expands. Sir Anthony found the estimate of 1,500,000 new vehicle registrations within the next three years "staggering," and he averred that the need to reduce accidents was at least as important as the need for new roads for industry; the Government believed that the programme should eliminate many hundreds of accidents.

Fine sounding ideals, but we seem to have heard these words before. A party in whom the electorate has confirmed its confidence is now looking forward to several years of settled government, and the omens are favourable for far-sighted planning and construction of roads. The motorist, no less than other road users, hopes that this time the ideals will see fulfilment.

News was given also about the report of the Monopolies Commission on exclusive dealing and collective boycott and the use of private trade courts. This would be published within the next fortnight, and the Prime Minister said that it would

be "of crucial interest and of great public importance. It will certainly give rise," he added, "to a great deal of discussion and to much controversy."

The question of passenger liability arose in the railway strike. Free lifts are always being given by motorists, however—the strike served only to give prominence to the insurance aspect of the question.

Readers may be interested in the opinion given by an expert before the strike ended. "Passenger liability," he writes, "is a thorny subject with insurance companies, and they acted with lively regard for the national interest on this point when the railway strike broke out. It was in the national interest that motorists should offer lifts to strangers, and over-cautiousness on the part of insurers would have hindered this movement. A working understanding was reached straight away with the Ministry of Transport prior to the declaration of a National Emergency. There is no formal agreement. Its purpose is to obviate all difficulties in the way of obtaining motor insurance which might have hampered the immediate availability of road transport."

Philanthropic Lifts

"The great distinction that applies is whether lifts are paid for or free. During the strike many drivers are giving lifts in return for help with the petrol bill. In other cases an employer is paying the bill provided a member of the staff helps his colleagues to travel. The acceptance of a reward does not infringe the terms of most policies, but the owner is under a most definite obligation to make certain that his liability to passengers is covered by his policy. There is a legal liability if

you hire a car to ensure the liability to passengers. No difficulties are being created by the insurance companies. They are doing all in their power to help.

"Provided no payment is accepted, of course, private car owners may rest assured that they are fully covered while giving lifts—under the terms of the official announcement. Where an owner has not insured the liability himself, the Government provides the indemnity, the claim being settled by the insurer on the Government's behalf."

STUDENT OF POLITICS.

Ford Design Turbine Heat Exchanger

SIGNS of marked progress in the application of gas turbines to cars are beginning to become evident. One of the most promising is the news that Ford of Detroit have developed a rotary heat exchanger to the experimental stage. The best hope for a reasonable fuel consumption from the turbine lies in an efficient heat exchanger, which has the function of warming the air flowing into the combustion chamber with the aid of waste heat from the exhaust. The rotary type does this by exposing a heat storage medium (known as a matrix) alternately to the hot and cold gases and thus transferring heat from one to the other.

The rotor disc holding the Ford matrix has a diameter of 22in, and the matrix is formed by alternately winding corrugated and straight 0.002in steel strip on a four-inch hub. The effective diameter of the passages so formed is 0.026in and the complete rotor uses 35lb of sheet metal, 1,750ft in length.

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Seutula

ALTHOUGH we know a lot about Norway and Sweden, Finland remains a country of strangers. I have seen Finland only once, from the sea and during the Arctic darkness, and as a consequence I was interested in a note that reached me from Helsinki. The Finns are, it seems, very strict with anyone caught driving under the influence of drink—they are sent to Seutula.

Seutula has a labour camp to which you are sent if your blood has an alcohol content of as little as 5 per cent; you go there, says my informant, for from two to six months, and your job is to build a runway for Seutula airport, living in barracks and being paid a very small wage. Work goes on from 8 o'clock until 11 and from noon to 4 o'clock, after which there is leisure until lights out at 10 o'clock. It all sounds very grim, especially in the light of a marginal comment by my correspondent, who says that one of the words the workers never forget is *konna*, because it is applied to them. It means rascal or rogue.



Very grim

Reflection

TO fit or not to fit a wing mirror is one of the evergreen talking points amongst motorists. The Scribal car has one interior mirror, and therefore The Scribe naturally comes down on the "that should be sufficient if one drives properly" side. Of course, a wing mirror helps visibility on the quarters—granted. Some cars have two, both adjustable, standing up like ladies' hand mirrors and breaking up the aerodynamic lines of the car. They are unprotected from the weather, too, and therefore get smeared up in rain. But the main theme of my argument against them (it may be right or wrong) is that greater visibility at the rear tempts the driver to take more risks, thus cutting down those safety margins. So the discussions rumble on, and I see that they are not confined to private circles, for the Minister of Transport has deferred the amendment to the Construction and Use regulations which would have made

two mirrors (one in, one out) compulsory. He still intends to make this amendment later on, however.

Lazybones

SO long now have I enjoyed the benefits of motoring that I feel a positive antipathy to any other form of transport. The prospect of a train journey fills me with horror, and to travel on the buses of the London Transport Executive must surely be, in the face of the L.T.E. advertisements, an act of treachery towards motoring.



Too-public transport

As a result, I spent at least a half-hour the other night working out how I could bring a car up from the country to London and taxi other drivers around until one of them had successfully driven my own car up for me to return in; all without disturbing the normal routine of daily life, which, thank heaven, is usually nicely disturbed anyway. In the end the thing resolved itself into a convoy and an hilarious mathematical exercise in which we tried to devise a formula for the number of drivers necessary per car in order that the owner should always be assured that he need never be banished to the platforms and strap-hanging of too-public transport.

600

THE temptation to enthuse about the little Fiat 600 is almost irresistible. I have just had a spell with the car and found it delightful, but what specially appealed to me was the completeness of the equipment—twin wipers, sun visors, a built-in and quite effective heating system, the clever door pockets-cum-slam handles, the equally clever no-draught windows, and the folding back seat that changes the little car into almost a station wagon.

There isn't an inch of the 600 that does not show careful thought and brilliant execution. Accessibility of the engine must be as near perfect as possible, so far as normal owner attention requires. Oil and water fillers stare you in the face as you lift the



in the West End

back bonnet, and the dip-stick is cleanly to hand. The petrol tank is in front, and the gauge has a warning light embodied in it. The little car goes beautifully and endears itself to the driver in the first five minutes. As you push it lightly about in and out of the garage, send it along the main road at an easy 50 m.p.h. or park it on a sixpence in the West End of London, you wonder why on earth anyone wants anything bigger. And even if you decide that you prefer your own bigger car, your admiration for this brilliant little engineering feat grows no less.

Chips, On My Shoulder

AFTER touring one of the remotest Continental countries, a correspondent in a daily newspaper praised the way in which "the hotels did their best to serve food as English as they knew how."

It's only a matter of time before the more live Ministries of Tourism arrange to have rows of dummy cars and lorries blocking all the main roads, to make us feel at home. And real rain, sprayed from helicopters every afternoon. But the most important point, I think, is to abolish the practice (in backward countries) of making one wait while food is cooked on the premises. It should be prepared in the proper place, in factories, and either processed or canned. And with the appropriate ptomaine content.

Stately Pleasure

ARRIVAL of the spring list of National Trust properties reminds one that summer is coming, and that a visit to the traditional buildings and old country houses of England is a pleasant pastime, as well as a good target for a car-load on a sunny afternoon. We cannot do anything to arrest the trend of civilization which has resulted in the decay of these monuments to the past way of life. We can, however, enjoy their graceful outlines and the rich interiors, thus combining pleasure with a helping hand in their upkeep.



Deep shadows lie across the way in the summer sunshine at Hemingford Grey, Huntingdonshire, a delightful village standing in the valley of the Ouse

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD ST., LONDON, S.E.1.

CORRESPONDENCE

Answer to Dazzle

"Standardize Polarized Installations"

I FEEL that the right answer to night dazzle can be found in the correct use of polarized glass. Let there be a standard polarized glass for all head lamps and a further standardized visor which will act in partial opposition to the glass of the head lamps. This will have the effect of almost completely blacking out the light from the lamps, but will give a clear view of the road.

Polarized Perspex visors and shields could be made, provided they are correctly aligned.

London, S.W.1.

J. H. WILLIAMS.

[There are several difficulties about polarization, chief amongst which is the extra brilliance that head lamps would need and which would be painfully dazzling if not viewed through polarized glass, by cyclists and pedestrians, for instance.—ED.]

Chrysler v. Chevrolet

"No Embarrassment at Any Time"

ONE of the finest writers in this country of articles dealing with automotive engineering is Mr. Roger Huntington. In his *Detroit Notebook* in your issue of March 25, however, it is felt that he has made an error which can give quite the wrong impression.

In referring to the Chrysler 300, the statement is made: "Low-priced Chevrolets can run and hide from these bruisers at the stop light! Very embarrassing."

Many tests have been published on both of these cars. The average 0-60 m.p.h. times on the Chrysler are in the range of 9.5 seconds. The average 0-60 times recorded for the Chevrolet are

close to the results found by the Motor Trend Research Test at 12.5 seconds.

There is no question that the transmission, multiple carburation and camshaft grind hinder the low r.p.m. performance, but from my own experience in a 300 there has been no reason for embarrassment at any time—and that includes the Chevrolet V-eight with standard-shift transmission.

Apart from the performance, it is worth mentioning that the Chrysler 300 is 4,500 lb of incomparable six-passenger comfort and luxury with an unbelievable degree of roadability for a car of this type.

Austin, Texas.

RUSSELL H. FISH.

Hunter After Javelin?

Suggestion for a New Car

MR. PARKER asks for a car which will be a worthy successor to his Javelin; may I suggest the Singer Hunter? I have driven several of these cars, and the SM1500 model which it succeeds has been my personal vehicle for the last three years. In various cars of the type I have had complete reliability, economy, and a high degree of riding comfort. It has been an interesting experience to drive all models from 1950 to the Hunter and note the development, which has been considerable and obviously carried out with great care and determination to make the car as good as possible within its price range. The engine is smooth and quiet and has a very long life—anything up to 100,000 miles can be obtained before reboring if good oil is used and changed at the correct intervals. I have not experienced any back axle or gear box trouble on any of the six cars I have operated over about 200,000 miles. Tyre wear is satisfactory and remarkably even on all wheels. Steering



BACKGROUND TO JAGUAR BREEDING . .

SILVERSTONE

Here's just one of the quiet country roads around Silverstone which in due season become laden with cars — bumper to bumper — on their way to Britain's most popular motoring event.

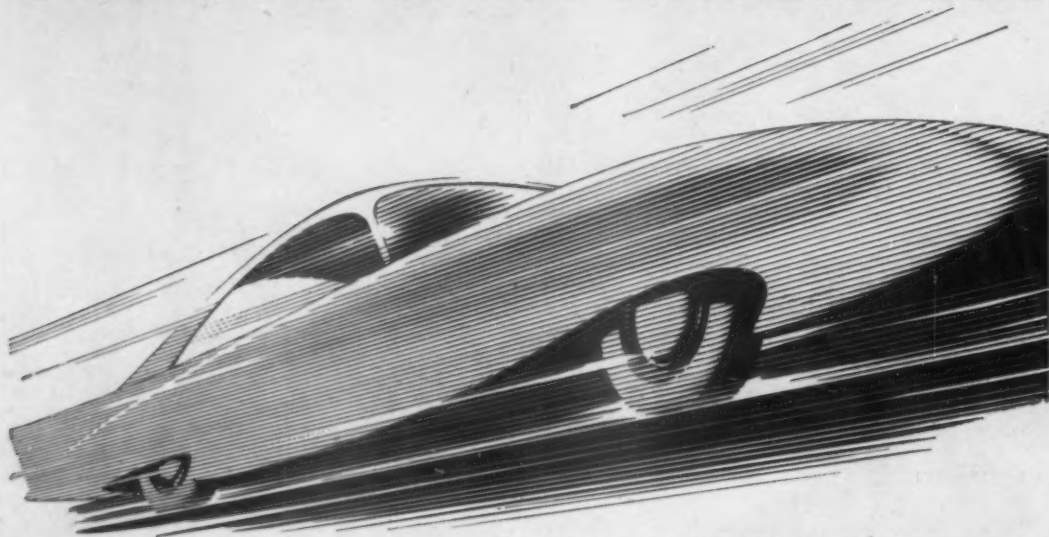
Since the inception of this meeting in 1949 Jaguar has gained 7 successive annual victories.



Grace . . . Space . . . Pace **JAGUAR**

Castrolite

a modern oil for modern cars



CASTROLITE

- 1** is a multi-grade oil
- 2** contains patent additives
- 3** sells at standard Castrol prices
- 4** is approved by British car makers

Most motorists rely on Castrol XL, the undisputed Masterpiece in Oils. However some car owners prefer to use a thinner oil if their car engine is in good condition and oil consumption presents no problem. Their taste both in summer and winter is met by Castrolite. Castrolite which is a "balanced" multi-grade oil (20W-20-30) is thin when cold giving immediate oil circulation, yet when hot it retains full body, providing the engine with "Castrol XL" protection. These characteristics give quick starting and save petrol, especially on short runs. In common with all other Castrol grades, Castrolite is fortified by exclusive patented additives.



THE MASTERPIECE IN OILS

CORRESPONDENCE

is light and gives confidence, as do the brakes, there is practically no road and wind noise and very long distances can be covered without fatigue.

Margate, Kent.

KENNETH WOODS.

Fall of Formula 3

Lament from North of the Border

IT must be apparent to all that whilst formula 3 goes from strength to strength south of the border, it is now dead as the dodo in Scotland. Kirkcaldy meeting had to be cancelled wholly, and the formula 3 class dispensed with at Crimond, the latter only after the organizers had run up a considerable 'phone bill in an attempt to save the situation.

The fact is that in Scotland there are now less than half a dozen active exponents of the class, and all with elderly machinery if one excepts the as-yet-unseen Sanderson Martin car. Think of all the names which have been common in past programmes: Pat Prossar, Alex McGlasham, Joe Potts, Comish Hunter, David Swan, Ron Flockhart, David Blain and myself, to mention only those who "stuck it" for several years. There are a host of others who have flitted briefly across the scene.

Now why should all these people have come and gone? All sorts of reasons are given, but the real one is that they had no chance of success at all and, since the advent of the Norton engine, the costs have reached ridiculous heights. The clubs have done nothing although the writing has been on the wall for the last three or four seasons.

Owing to the small number of formula 3 men left now, what can be done? I would suggest a round-table conference of knowledgeable delegates from all clubs, not next April but now, to ensure maximum use of the only circuit in Scotland—Charterhall, with one large joint meeting per annum, then each club to hire the track for two meetings per year. A man of personality, position, racing experience and influence is needed to act as the focal point, to ask each club individually to co-operate, and to act as chairman at the initial meeting until a proper committee, representative of all clubs, is formed. In my opinion we have such a man in Mr. David Murray, of Ecurie Ecosse.

Thornhill, Dumfriesshire.

CHARLIE GRAHAM.

Suppressors

Have They a Limited Life?

THERE is a point regarding the use of TV suppressors on ignition systems which I have not seen mentioned. On investigating faulty starting and poor running of my Ford 8, I finally discovered that the suppressor, which I had fitted some 12 months ago, was robbing me of half the spark. Removal of the suppressor was a complete cure, and general running improved remarkably.

The faults had developed and worsened over a period of about a month. Previously, running and starting had been satisfactory with the suppressor fitted.

Are we then to expect a limited life for these gadgets?

Hallow, Worcestershire.

G. J. PODMORE.

Question of Economy

Excellent, but for Petrol Consumption

I HEARTILY agree with your correspondent "Satisfied User" [66433] on the excellence of Rover cars, but my experience of the pre-war models has never led me to think of them as economical. My present car, a 1939 16.9 h.p. saloon, though in first-class mechanical condition, is averaging not more than 18 m.p.g. and I do not recollect that it was much better when new. By freak driving in freewheel I do not doubt that I could get the figure into the lower twenties, but 30 m.p.g. is well out of my reach. I would be glad to learn whether "Satisfied User" has made any modifications to his car, and also to hear the experiences of other users of this model.

Carnforth, Lancashire.

J. DUNNINGTON.

Whitsun Goodwood

Miss Seers Explains "Quick-quick-slow"

IT wasn't an opus by Haydn, but a theme and variations on three cylinders, which caused me to perform a new version of "The Creep" at Goodwood on Whit-Monday.

Croydon, Surrey.

ROSEMARY SEERS.

Test of Time

A Champion of Present-day Cars

THE question of whether cars built before the war were more durable than their present-day counterparts cannot be judged solely on the number of years the car remains in running condition. The present-day model of any given make of car is faster, more comfortable, more economical in petrol, provided with better brakes, and the like, than the corresponding vehicle of 20 years ago. The present-day car travels at, and averages, higher speeds and in all probability outlasts its predecessors in miles run, even if it does not outlive them in years.

Certain parts, for example mudguards, may today be made of thinner metal than formerly, but this does not of necessity mean the new mudguards are too thin—the old may have been too thick.

While admitting that there are always individual exceptions, I feel that the present-day car must be considered an all-round improvement on its equivalent predecessors of 20 years or more ago, both as to performance and as to service rendered.

Singapore.

G. E. M. JONES.

Unpuncturable

But . . . Two Flats in 150 Miles From the Duke of Luna

THE car I am using—an American make—is shod with the new unpuncturable tyres. They were lately new, with a mileage of less than 200, when on a run of little more than 150 miles, I had two flat tyres, one caused by a nail, the second by a sharp stone.

I do not remember—with the old tyres—ever having such a sad experience the same day!

Madrid.

LUNA.

Car Delivery Speeds

Speedometer Disconnected

MOTORISTS in England who complain about the high speeds at which new cars are driven from factories to distribution centres might be interested in the conditions in Trinidad.

A new, well-known make of English car was being demonstrated for me a few weeks ago and I observed that the speedometer was not working, whereupon the salesman said: "I usually leave the speedometer connected for running about the town, but for a run like this—20 miles each way—I disconnect it. Otherwise the mileage would build up and people wouldn't buy." I didn't.

A different salesman raised no objection whatever when a friend drove two other cars at over 50 m.p.h. when each had less than 50 miles on the speedometer. He did not buy either one, but I suppose that some unfortunate did. It seems that a new car in England is much more likely to be new than is its brother in Trinidad.

Trinidad.

J. B. HILL.

Oil Consumption

Experience with 10W/30 Grade

I HAVE a 1954 Zephyr, barely a year old. When the new 10W/30 oil was introduced I drained the sump and refilled with one of the better-known brands of it. My oil consumption shot up alarmingly, so much so that I drained and refilled with the lubricant I had used before the change—Castrol 20—with which consumption had been negligible. I now find that consumption has decreased, but the car is using far more than before the 10W/30 was put in.

I can only conclude that, like Mr. Palmer [66464], the detergent has affected the oil seals. I am now without my car for a couple of days whilst the local dealer sorts out the trouble. Then, of course, comes the bill, which I feel the oil company should meet!

Bidford-on-Avon, Warwickshire.

A. JONES.

Clutchless Changing

"Freewheel a Blessing"

YOUR Editorial on "Clutchless Changing" is of vital interest to all motorists at the present time, and it is to be hoped that it will lead to fruitful discussion in your Correspondence columns. The use of the clutch is becoming more and more of a burden in our towns, where a variation in speed is required every few yards because of pedestrian crossings, traffic signals and parking obstructions. Even on the main roads, the use of the clutch is very frequent. The well-designed and made freewheel is a blessing to man under such conditions, especially

CORRESPONDENCE

with an underpowered car that weighs too much and requires a four-speed gear box.

After nearly 40 years of driving I have recently been trying out the various systems, and have come to the following conclusions:—

(a) An optional freewheel could well be applied to the medium-size cars, provided it is properly made and requires no maintenance.

(b) For the larger, more expensive cars an automatic gear box of the American type would be ideal, but it must be "jerkless." I found that on two of the best American cars movement was like driving a motorboat—the car just floated away from the kerb and no jerk could be produced. Also, there was very little sound from engine or transmission.

(c) The four-speed gear box is unsuitable for steering column gear shift, whereas the shift is ideal with a well-designed three-speed box. Since the power-to-weight ratio is improving (on American lines) so much on most English cars it would seem that a three-speed box is all that is necessary, and therefore the steering column gear shift, with all its advantages, could well be retained. This arrangement with a freewheel would be excellent on the medium-size cars.

(d) For those who enjoy gear changing, surely the best arrangement is a close-ratio box with four gears, right-hand change (with gate) and no freewheel.

(e) The freewheel on the Rover car is excellent and the brakes have been made to suit, but in my opinion the centre gear change is clumsy and very much in the way, making it impossible to carry three people in the front seat.

R. W. EDWARDS.

London, S.W.1.

Hundred per Cent Enthusiast

I AM a hundred per cent enthusiast for freewheels, and I am quite sure that, when intelligently used, the freewheel makes gear changing simple enough for the dullest driver. It cuts out any need for expensive automatic gear boxes, and adds considerably to the pleasure of driving. The reason why it never became popular was the general opinion that it meant a greater use of brakes, and also, the fact that drivers failed to make themselves used to it.

The difference in braking effort of a modern car in top gear, using the engine as a brake, and freewheeling is very little indeed, and I feel quite certain that if this fitment was incorporated in present-day cars, and the public educated into using it properly, it would become extremely popular, particularly if it were made a chargeable extra. Previously, it was fitted without extra charge.

When a motorist pays extra for something he is keener to see what he is getting for his money, becomes used to it, and realizes its advantages. The freewheel entails quite a different technique in driving, and until the user really becomes accustomed to it he is bound to feel prejudiced.

Bournemouth, Hampshire.

ERIC W. FOSTER.

Straight

Not V-eight Phantom Engine

MR. WOODMAN is mistaken in thinking that the Phantom IV has a V-eight engine. The unit is a 7-litre Straight Eight "B" Series giving, in service form, about 200 b.h.p. As for the F head—what is good enough for The Queen, the Army and Rolls-Royce is surely good enough for anybody.

Surrey, Surrey.

J. V. SMITH.

Camping Car

American Choice—A Singer

I NOTED [66400] the interest in a modern 10 h.p. car to sleep two. I am also partial to this type of holiday camping, and after studying various types of coachwork offered by American, British, French and German firms which retail in this country at between two and three thousand dollars for the complete car, I bought a Singer SM1506 Roadster, 1952. I have found this car eminently satisfactory as a sleeping car, and a very charming car for open-air touring. With top up and windows mounted, I have slept through a hail and rain storm without suffering any inconvenience other than speculating upon the chances of the hail ruining my wax or puncturing holes in my roof—it didn't do either although hailstones were between marble and golf ball size. The Singer is better than ever at

36,000 miles and I have ranged in it from Boston, Massachusetts, to St. Petersburg, Florida.

I carry a socket wrench to remove the backs of the front seats (two minutes) put the back seat on the rear floor (10 seconds), lower the rear squab (3 seconds), place the backs of the front seats on the front floors (5 seconds), blow up an air mattress (6 minutes). I believe there is about 6ft 7in to stretch out in. The most important thing to assure comfort is to place the car at such an angle that sleeping posture will be horizontal.

My only complaint with the Singer is that maintenance is fantastically expensive, but I believe that this is a condition that obtains in this country only. I think, however, that if you wish to go to Spain it might be well to get the older Singer which has the same amenities of carriage work but nice simple half-elliptics all round. I saw an old Singer which was still going strong at 175,000 miles, so I think the old half-elliptic Singer must be a good bet. When mine wears out I shall trade it in for the older model.

Another attractive feature is the luggage-carrying capacity which is advertised at 200 lb on the locker. I get about 25-26 miles to the American gallon while putting 40 miles into the hour of urban, suburban and rural driving without going over 55 m.p.h.

The upholstery on seats is very rugged, but floor mats and rugs last only a few thousand miles. The top is good, but the tonneau cover needs modification. With heater and radiator blind (my car has no thermostat, a feature added to later models) it is nice and warm even in our winters. The car handles very well with the hood up in strong winds (which cannot be said for most 1955 behemoths from Detroit).

Wayne, Pennsylvania.

S. C. KENNEY.

Better Roads

Keep Your M.P. to His Promises

IT was most interesting to read the statements by the three political parties on their policies and programmes in relation to roads and road-users. No doubt many of your readers will have raised the question of roads with their candidates in the last week or two. No doubt, also, the candidates promised "to do something about the roads" if elected.

I would like to suggest that now the new Parliament has assembled your readers should see that their new M.P.s keep these promises. There have been so many plans and promises by all parties in the last few years that it is about time the promises were fulfilled and the plans translated into action.

HUGO O'HEAR,

Secretary of the Roads Campaign Council.

London, S.W.1.

Parking Meters

Commercializing Congestion

I MUST vehemently disagree with The Scribe. Once we have parking meters they will be here to stay. They would not necessarily in practice share out limited space equably—so long as he responded to the demands of the machine, the affluent and the opulent, who might even have a myrmidon to do it for him, might stay forever.

Parking meters merely commercialize congestion and, typically enough, kill two birds with a single stone—make a "pass" at a situation created by decades of mismanagement, and garner in some more revenue (far more important).

Ilford, Essex.

L. T. GWYTHYR.

Openings in Industry

Training Leads to Excellent Careers

MR. D. J. FORDER [66424] has been wrongly informed, I think, regarding the lack of opportunity on the manufacturing side of the motor industry.

In this particular organization we are always on the lookout for boys of character and ability with the qualifications he quotes. There are training schemes which lead to excellent careers in production engineering and management—to quote only two—with the opportunity of working for an external degree whilst training.

In exceptional cases a boy would be sent on a company scholarship to a university for a whole-time course. Graduates in physics can be given post-graduate training, fitting them for various engineering careers. Nearly all young men trained in this way would be assured of careers with the company after their National Service obligations have been completed.

A. J. NICOL,

(Joseph Lucas, Ltd.)

Birmingham.



Speed....endurance....elegance

A brilliant winner from every point of view! A habitual rally winner, of course... but away from the dust and excitement of fierce climbs and gruelling runs the Sunbeam is an outstanding car in every other way. In heavy city traffic, it is always well-behaved... On family occasions and holidays its luxurious internal comfort and 'rally reliability' keeps spirits high, fatigue away.



Sunbeam

MK III

Outright winner of the Monte Carlo Rally

2½ litre sports saloon (overdrive optional extra)	£795 (P.T. £332.7.6.)
Sports convertible (overdrive optional extra)	£845 (P.T. £353.4.2.)
Alpine sports 2-seater (overdrive fitted)	£855 (P.T. £357.7.6.)

SUNBEAM-TALBOT LIMITED, COVENTRY, LONDON SHOWROOMS & EXPORT DIVISIONS:
ROOTES LIMITED, DEVONSHIRE HOUSE, PICCADILLY, LONDON, W1

A PRODUCT OF THE ROOTES GROUP



QUESTIONS THE MOTORIST IS ASKING

"Are these new Tubeless tyres a success?"

"Absolutely, sir! These tyres have more than stood up to the claims made by Dunlop when they introduced Tubeless to this country a couple of years back."

"Can you supply them?"

"Yes, sir. In the majority of sizes supplies are readily available."

"Will Dunlop Tubeless fit my wheels?"

"All wheels of 16" diameter and under, sir—except wire spoked wheels. They're quick and easy to fit and you don't need a set all at once—buy them one at a time if you wish. You can get them remoulded, too."

"What's all this about no punctures?"

"Pick up a nail in the tread, sir, and it's practically certain the tyre will stay up. Carry on, and call in here when convenient. It's repaired in a minute or two, without deflating or taking the tyre from the rim. Another great thing is that Tubeless need far less frequent 'topping up' with air."

"Will my new car be fitted with Tubeless?"

"Possibly—car manufacturers who fit Dunlop as standard equipment are fitting Tubeless on more and more of their new cars, but at the moment supplies are not sufficient to make a complete change-over. I think that by the end of the year most new cars will have them fitted, but at present it's just the luck of the draw."



DUNLOP TUBELESS

— the tyre that everybody wants !

NEWS and VIEWS

Honoured

SIR WILLIAM EDWARD ROOTES, chairman of the Dollar Exports Council, received the dignity of Knight Grand Cross of the Order of the British Empire, Civil Division, in the Queen's Birthday Honours. He was formerly a Knight Commander of the Order. He is chairman of Rootes Motors, Ltd., and associated companies, has been president of the Society of Motor Manufacturers and Traders, and chairman of the Supply Council of the Ministry of Supply.

What's the Matter with Glasgow?

THE motorists of Glasgow are receiving increasing Press support in their demand for better parking facilities in the centre of the city, where recent development of one-way streets, and fresh crops of "Limited parking" and "No parking" notices are causing them to go "roon" an' "roon" in search of rapidly diminishing parking space, and driving them farther out from the centre. An attempt to provide covered parking space on a quayside area of the Clyde has not been a success, and opinion is that there must be free space, or multi-storey parking provision—not a happy augury for parking meter experiments.

Racing in a National Park

THE proposal to establish a racing circuit in the Peak District is criticized in the annual report of the Council for the Preservation of Rural England, which says, "This can hardly be the type of recreation Parliament intended to encourage in a national park. If it is allowed to proceed, then why not a full-scale fun-fair . . . to provide for another section of the public, and so *ad infinitum*?" It seems strange, says the report, that after failing to secure the amendment of the Road Traffic Bill in such a way as to obtain provisions for facilities for such proposals in a public Act, an attempt should be made by private Bill procedure to frustrate the principle clearly enunciated in the National Parks Act.

A WAGE CHARTER FOR U.S. FORD WORKERS

FORD workers in America have agreed with their employers an industrial charter which may well set the style for future labour relations throughout industry in the United States. The company, which surprised the industrial world years ago with its five dollars a day wage, has now accepted a guaranteed wage clause.

Basically the agreement will give workers an average increase equal to 1s 5d an hour, but the major provision is that guaranteed wage payments from a £19,600,000 fund, added to unemployment benefits, will give workers a 65 per cent guarantee of normal pay for four weeks of a lay-off, and 60 per cent for the next 22 weeks.



SIGNS OF THE TIMES—On the left, at Winchelsea, Sussex, is a battery of warnings to drivers which, though they may well dictate considerable caution on the road ahead, are likely to take a driver's eyes off the road too long while he assimilates the information offered; on the right, it is evident that these signs at Maidstone, Kent, are more honoured in the breach than the observance

Results

INTREPID learners who applied to take the driving test during 1954 numbered 836,306, of whom 781,988 actually presented themselves to the examiners. Jubilant passers numbered 433,755 and depressed failures 348,233; the percentage of people who failed amounted to 44.5.

Visitors to Britain

A **RECORD** number of overseas visitors came to Britain in the first four months of the year—190,000, an increase of 13 per cent on the corresponding period of last year. Of the total, 93,000 were from Europe, 34,500 from America and 54,000 from the Commonwealth.

Mr. Tom Thornycroft

MR. TOM THORNYCROFT, the yacht designer and racing helmsman, who has died at the age of 74, was the younger son of the late Sir John Isaac Thornycroft, founder of the firm of engineers and shipbuilders. He was interested in sporting motoring in his younger days, and, before the first World War, drove a Thornycroft car in the T.T. races in the Isle of Man.

R.A.C. Appointment

MR. PATRICK GREGORY, air and motoring correspondent of the Press Association since 1946, has been appointed Press relations officer of the Royal Automobile Club.

Founded an Industry

MR. HENRY NICHOLAS RIDLEY, founder of the Malayan rubber industry, who will be 100 years old next December, has been awarded a special Colwyn Gold Medal by the Institution of the Rubber Industry for his services. When he became director of the Singapore Botanic Gardens in 1888 he found there a few forgotten young trees grown from seeds of wild rubber which had been smuggled out of Brazil. He discovered how best to obtain the latex from them, so that by the time he returned to this country from Malaya in 1912, the original £100 invested in rubber had risen to £82 million. He lives at Kew.

Weekend of Golf

WINNERS in the Automobile Golfing Society's events held recently at Cooden Beach were: Friday—S.M.M.T. Trophy, T. M. Burgess, 87, 15, 72; Scratch prize, Press Cup, G. E. Beharrell, 79; runner-up, J. Masterton, 86, 13, 73; handicap 13 and under, J. D. Campbell, 85, 11, 74; handicap 14 and over, J. T. Masterton, 94, 18, 76; Charles Mabey Challenge Cups, M. Bradstock and P. W. C. Griffith; runners-up, P. C. Chase and F. G. Montfort Bebb. Saturday—Autocar Trophy, W. Bullock, 77, 7, 70; runner-up, K. Horne, 86, 13, 73; scratch prize, H. H. S. Hillier, 79; veteran's prize, B. King, 84, 9, 75; handicap 13 and under, F. J. Hurn, 90, 12, 78; handicap 14 and over, E. P. Connolly, 91, 16, 75; Thomson tankards (bogey foursomes), E. P. Connolly and C. T. Skipper, 3 down; runners-up, E. Carpenter and P. C. Chase, 3 down. Sunday—A.G.S. Trophy, B. King, 1 up; runner-up, F. I. Connolly, all square.

NEWS and VIEWS . . .

Spanish Station Wagon?

SE.A.T., makers of the Spanish version of the Fiat 1400, are reported to be planning production of a station wagon with the same engine as the 1400, and also a miniature bus. Prototype of the station wagon is said to be already on the road, but the bus is still in the planning stage.

Instinct is Right

WHEN one hears the screech of jammed-on brakes behind, and there seems imminent likelihood of another car crashing into one's car from the rear, the natural and instinctive thing to do is to hunch the shoulders and cringe down—and that, according to American research, is most likely to minimize the danger of injury.

Problem of the North

THE Scottish branch of the Road Research Laboratory at East Kilbride has natural facilities for studying and investigating the occurrence of snowdrifts, and at their "At Home" recently one of the features of more general interest was the work they have been doing to counter this annual menace to northern roads. Wind tunnel tests with plastic "snow" confirmed the efficacy of a well-tried device—fences to cause the snow to settle in a drift before it reaches the road.

Liverpool-Belfast by Air

TWO new Silver City Airways services begin today—one between Birmingham and Le Touquet, and another between Woodvale airport, Liverpool, and Newtownards airport, Belfast. The 60-minute ferry flight to Northern Ireland will save motorists between 10 and 12 hours over surface travel, and fares range from £20 10s single for cars up to 12ft 6in to £33 15s for cars over 15ft 6in. For other vehicles, the charges are: cycles 5s, motorcycles and scooters £2 5s, motor cycles £4 10s or £6, combinations and three-wheelers £8. Passenger fare is £3 14s single and £7 8s return, but passengers without vehicles cannot be carried.

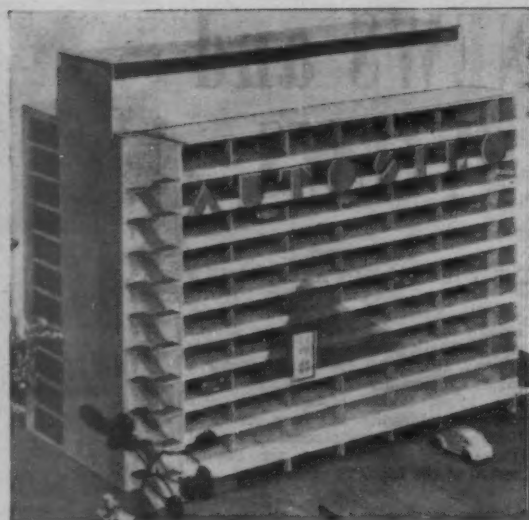
Target—Miles per Gallon

FROM Reading to-morrow afternoon, a group of cars will set out on a 575-mile tour finishing there 22 hours later, with the aim of covering the ground on the absolute minimum of fuel. It will be Britain's first Mobilgas Economy Run, held by the Hants and Berks Motor Club, and entries early this week totalled 32, including sixteen makes, evenly distributed among four production-car classes.

Premier award is a trophy for the car and driver showing the greatest improvement over the average m.p.g. of other competitors in the same class. There are also awards to class winners, a special prize for the all-lady crew whose final score exceeds by the greatest margin the average score of finishers in the same class, and a Crystal Gazers' challenge trophy for the competitor who most accurately forecasts, before the event, his final m.p.g. There are classes for under 1,000 c.c., 1,000 c.c. to 1,600 c.c., 1,600 c.c. to 2,600 c.c., over 2,600 c.c., and all-comers.

Entries range from a Fiat 600 to a Hudson Rambler among foreign makes, and from a Standard Eight to a Jensen Interceptor among British makes.

Autosilo is the name of the new system of car garaging illustrated by this model. The building is in two sections comprising box structures, symmetrically laid out, each to accommodate one car. Between the two sections are mobile steel towers, the height of the building, each containing a lift which automatically takes aboard a car, lifts it to a vacant stall and there parks it. Average time for the operation is said to be 55 sec. An Autosilo is in operation in Germany, and others are now being erected.



Speed Limit Off

THE Ministry of Transport has decided to remove the speed limit for a distance of about three-quarters of a mile of the main Edinburgh-Glasgow road, on the Glasgow side of Harthill, following representations by the Royal Scottish Automobile Club, the Automobile Association and the Royal Automobile Club.

North-American Mercedes?

FORMATION of a North-American subsidiary of the Mercedes-Benz motor firm has been announced in New York, but it is stressed that the new company will specialize in commercial vehicles and diesel engines of all kinds, and no sports or normal car production or assembly is contemplated at present.

Flying Cars?

AMONG a number of licensing proposals offered by American firms to European concerns is one, by an industrialist, of patents, processes, techniques and services for the manufacture of a "flying automobile." Apparently the wings and tail components are intended to be towed behind the car as a trailer during use on the road. There is no indication in the preliminary announcement of how the car would be propelled in flying trim.

TAKING MOTOR VEHICLES ABROAD

A MODIFICATION in exchange control requirements for those who are taking abroad motor vehicles (including private caravans and trailers) is announced. A declaration on a C.D. form will not be required when the port Customs officer is satisfied on these counts—1, the vehicle is registered in the U.K. in a buff registration book as the personal property of the traveller; 2, that the export of the vehicle is for touring purposes, or on change of residence as, for example, in the case of foreign service posting of officials, commercial representatives and members of the Forces, or on emigration. For touring purposes the present arrangement for identification forms to be issued by the A.A. or R.A.C.

London to Bombay Rally

PLANS for the organization of a London to Bombay car rally next year, taking the competitors through all the intervening European and Middle East countries, were outlined by the Indian delegate, S. Patuck, at a recent world touring and automobile convention in Washington. He said that a similar rally from Geneva to Bombay last year was extremely successful, and he urged motor clubs in other countries to utilize this means of "spreading the international mortar of friendship and peace."

15,000-mile Journey

MR. ANTHONY FIELD, an electrical engineer, of Wallington, Surrey, and his wife set out a week ago in a Hillman Husky to drive 15,000 miles to New Zealand, where Mr. Field is to take up an appointment. His wife is a New Zealander. They planned to sleep in their car, and to do their cooking on petrol stoves. The route they have laid out passes through France, Germany, Switzerland, Austria, Yugoslavia, Greece, Turkey, Syria, Lebanon, Jordan, Iraq, Iran, Afghanistan, Pakistan and India to Ceylon. They plan then to go by sea to Australia, drive overland to Sydney and then take ship to New Zealand. They hope to reach their destination well before Christmas, given reasonably good luck on the way.

continues unchanged when travellers use those facilities.

The concession is also available for vehicles registered in buff registration books in the names of United Kingdom companies and supplied for business use of their employees; in such cases the traveller should produce the registration book and a suitable authorization from his firm.

The concession is subject to the condition that, except with the prior permission of the Bank of England, an exported vehicle may not be offered for sale or otherwise disposed of outside scheduled territories, so long as the owner continues to be designated a resident of the United Kingdom.



BENTLEY

'S' SERIES

A new motor car

*representing a logical advance in the design
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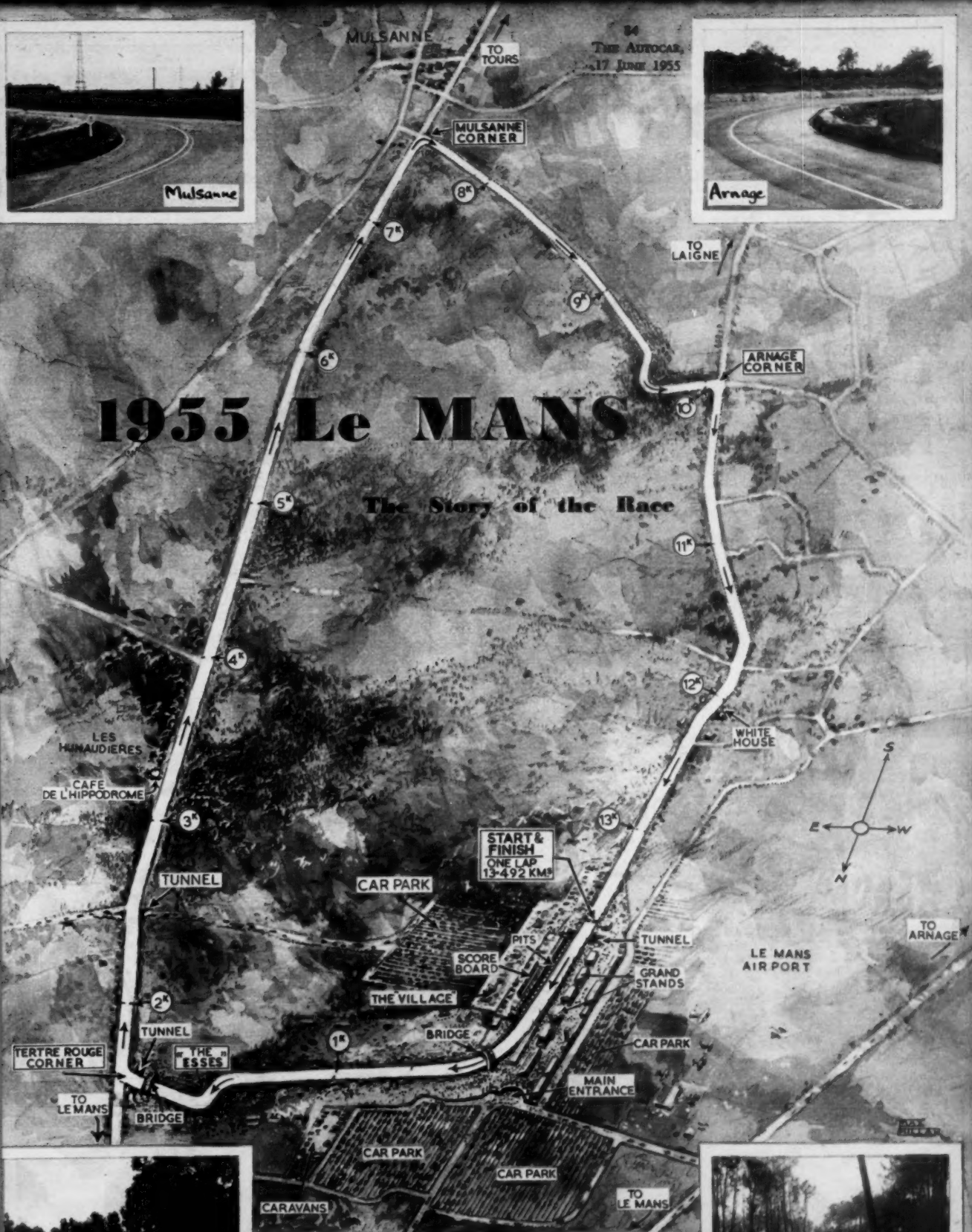
Mulsanne



Arnage

1955 Le MANS

The Story of the Race



Tertre Rouge



The Esses

Circuit de la Sarthe

Le Mans: 13 kilometres 492 metres—8.3835 statute miles—a road course of rare excellence, a race that is unique. Mostly straights, or virtual straights, but punctuated by four corners: The Esses, just out of sight of the start over the hill; Tertre Rouge, where the same section gives place to the Mulsanne Straight; the slow Mulsanne Corner (looking back) and Arnage—a little faster, rather tricky, and approached round curves

SHADOW over the SARTHE

1955 LE MANS MARRED BY DISASTER : BRITISH CARS FIRST, SECOND AND THIRD

THIS year's 24-hour race at Le Mans, France, must remain tragically different from any that have gone before, marred, as it was, by the worst accident in the history of racing. After the disaster, the Mercedes Benz team withdrew, but the race continued, to be won finally by the Jaguar driven by Hawthorn and Bueb. An Aston Martin (Collins and Frère) was second and another Jaguar (Claes and Swaters) third. Thirteen of the 21 finishers were British made.

Tribune de Presse, Circuit de la Sarthe, Le Mans, 2.10 p.m., Saturday, June 11.

WE reckon that Mercedes are going to win this race. Fangio and Moss... Neubauer and Germany behind them. It sounds an irresistible combination. But this is Le Mans, all twenty-four hours of it. We must wait and see... until 4 p.m. tomorrow, Sunday afternoon.

This is Le Mans indeed. Le Mans the classic; Le Mans the phenomenon. *Phénomène du Mans...*

There are thousands upon thousands of people here already. A constant, slow stream of spectators, blue-overalled mechanics, camera-hung sporting types and trousered girls, flows up and down the grandstand straight opposite, studying the cars, scanning the pits for notabilities. When the crowd breaks you get a splash of colour, a black and white chequer of competition number. *Cinquante et cinquante-et-un, les voitures Panhard...* royal blue for republican France. Green for Britain; metalescent and pallid on Kieft 46, British racing on 39 and on

Lotus 48, Colin Chapman and Ron Flockhart's car. And then just past the time-keepers' box three M.G.s—trim, spotless, meticulously lined up. What did John Thornley say? "We're in it this year to qualify." Yes, they must do that; permit it, St. Christopher.

A blue Moretti, as pale as is this cumulus-broken sky above the circuit, blips up towards its pit: 747 c.c. of highly tuned miniature from Torino, Italy. Wonder if it will make an impression on those incredible Panhards and D.B.s? Wonder if the D-types are on form or being temperamental? Wonder what Ferrari has up a vermillion sleeve? Their pits are down towards White House, on our right, down where the pumpkin-headed Esso balloon man floats sixty feet above the heads of the crowds, grinning inanely down on them. Wonder if he knows?

Another Moretti snarls past. Porsche 52 revs rhythmically, punctuating the

MOMENT OF DEPARTURE. Drivers settle in their cars after the traditional dash across the road—Rolt in the Jaguar, the ultimate winner Hawthorn in number six and Maurice Trintignant about to jump into number five, the 4½-litre Ferrari





FLAPS UP. Fangio's Mercedes, air-brake erected, sweeps into the Esses behind Hawthorn's Jaguar and C.A.S. Brooks' Aston Martin

crowd noises, and Waldteufel on the loud-speaker. The typewriters are clicking, the radio men are festooning wire in all directions from their transmitters and recorders; this might be a window-box, it's so full of hardy annuals. "Allo, Michel. Vous êtes arrivés, oui? Ça va bien?"

Eighty-one minutes to go before the start.

3.26 p.m.

The track is cleared except for team personnel and police, and the speakers begin their hopeless battle against the pulsating exhausts. Now we can see the Jaguars because they are wheeled up, bottle green and brilliant, to their starting positions. This is going to be a fast race; in such weather there is little doubt that the winning speed will be well above 100 m.p.h. It is a fast circuit; faster and faster each year. You recall how it goes. Under the Dunlop bridge, up and over the crest of the hill and down into the Esses. Wind up again to Tertre Rouge and then the terrific straight down past the Café de l'Hippodrome to Mulsanne Corner. Aston Martins were getting 164 m.p.h. down there in practice, Triumphs 121. Mulsanne is slow, and then the road does a series of linked straights to Indianapolis, curving thereafter into Arnage. After Arnage there are still gentle curves, and straights linked by slight curves. The celebrated White House is such a link. We can see it down there, gleaming in the afternoon sun; the road is empty now . . . but in twenty-five minutes time. . .

The twin-boom Nardi from Italy has moved down to its start position. It is two vermilion torpedoes; the driver is in one, the 735 c.c. engine in the other (the left-side one).

Cunningham's D-type Jaguar flanks the works cars below, looking strangely unlike one of the family in its U.S.A. colours of white with a blue streak; less familiar still, for Cunningham is an old Le Mans

friend, is the Belgian yellow D-type of the Francorchamps stable, driven by Claes and Swaters.

3.45 p.m.

Here come the drivers. Graham Whitehead dons a white crash helmet and fusses round the Cooper-Jaguar, finding goggles. He wears the green armband of the second driver but is having first crack; cousin Peter, a khaki-clad figure in the group, will probably take over in the difficult dusk hours. Tony Rolt drops a glove as he puts on a green helmet, as unmindful of the colour clash with his navy blue shirt as he is of the superstition about picking up your own glove. Hawthorn

chats with Lofty England, Jaguar *chef d'équipe*; Reg Parnell lolls unconcernedly against the side of the Lagonda. Fangio, facing his silver Mercedes, grins. Mieres squats in the sun, on his starting circle this side of the road. The clock is marching now, up towards 4 p.m. There are only minutes to go.

There is only a minute to go.

The French tricolour is up . . . down! The engine of Beauman's Jaguar is the first to roar into life.

The start is well-nigh incredible. The statuesque has become rapid movement; the ordered line of vehicles is a mass of metal, surging forward and away to the left. There are two hesitants. Curiously enough, Rolt and the Jaguar are one (so



the glove superstition does work) and Fangio with the Mercedes another. Fangio is the first to overcome the hiatus, streaking away through the smaller cars up and over the hill, by which time the speed is high and the colours a flash in the sun. Rolt follows, anxiously looking left as the Jaguar comes out into the fairway. Then they are all gone, and we wait for the first sight of the leader, speeding up the slope from White House to enter his second lap.

ROUND THE RED HILL. Two Ferraris—the 3-litre in the hands of Sparken and a sister car driven by Lucas





It is Castellotti in the red 4,412 c.c. Ferrari from Italy; there is the prancing horse of Modena, just by the cockpit. Maglioli's Ferrari is next and then Phil Walters blips his D-type engine up for the change into third, the note echoing between the stands. The three Mercedes go through with air brakes erected, fan-tail pigeons coming back to earth. Rolt's Jaguar, pulling up through the field, has its lights blazing in warning. Before the race is two laps old, Baxter's Kieft stops at the pit for the first of several stops before an early retirement. Times are exciting. By our reckoning, Castellotti's third lap took 4min 20.5sec and Fangio's sixth 4min 15.8sec. The record for the Sarthe circuit stands at 4min 16.8sec, and is in the hands of compatriot Gonzalez, who is missed this afternoon.

Two more cars are in trouble: Ferrari No. 5, driven by last year's winner, Trintignant, and Harry Schell, and D.B. No. 57 of Bonnet and Storez. The twin-boom Nardi shows signs of a scrape. At 4.46 p.m. the Ferrari pulls somewhat hesitatingly away. Four minutes later Fangio passes Hawthorn's Jaguar and only 3.4sec separate the first three—Castellotti (Ferrari), Fangio (Mercedes) and Hawthorn (Jaguar). The leaders are on their twelfth lap.

5.20 p.m.

Either you are an addict of Le Mans or you are not. If you are not, you are by now strolling aimlessly if enjoyably around the sideshows. If you are, you follow every incident as if this were a Grand Prix race lasting three hours. By that reckoning the drivers are addicts, too. Hawthorn and Fangio are swapping the lead every two or three laps, with Castellotti only a few lengths behind. They are fiercely disputing every kilometre, putting in some incredible lap times; Fangio's 19th was 4min 9.75sec on our watch, which is around 121 m.p.h. As the Mercedes goes up under the bridge just behind Hawthorn's car, the great air flap rises uncannily, as if a silver shark were about to swallow a river trout. Ten minutes ago the first three were 1min 23sec ahead of the rest.

LOOPING THE LOOP. Fangio rounds the first loop of the Esses, his air brake closing, in Mercedes Number 19. Hawthorn is hard on his heels in the tail-finned Jaguar and the meteoric Castellotti in Ferrari Number four brings up the rear of this study in aerodynamics

6.20 p.m.

The race is settling down, and now the eyes can tear themselves away from the leaders on distance, to see what is happening a lap or two back where the smaller-engined cars are fighting it out. But first there is the lone big Lagonda (4,487 c.c.), which has been lapping consistently in the practised hands of Reg Parnell, and the scoreboard surprises by

showing it to be only a lap behind the leaders. So . . . not too much was expected of this car, but we shall see. The other David Brown cars are consistent, too: Salvadori's Aston Martin is coming through with Peter Collins' similar car meticulously spaced behind. J. Brown's stub-tailed Cooper sounds healthy; the driver takes a tight line up under the bridge, where most swing out. So does



Haddeley in the Triumph. Giardini's 2-litre Maserati is almost unbearably noisy and the blue Gordini of da Silva Ramos looks trim and fast; it is running three laps back from Fangio. Chancel's Panhard goes by with a high-frequency hammer from its twin cylinders, in sharp contrast to the M.G.s of Lockett and Jacobs, whose engines are almost drowned by the whistle of their tyres. They are ten laps

back on the leaders, and two laps behind the Porsches and Cabianca's Osca, the leading 1½-litres.

6.26 p.m.

Disaster. Lance Macklin's Austin-Healey, pulling out to avoid Hawthorn's Jaguar, which is calling at the pits, is struck by Levegh's flying Mercedes. In a second the Austin-Healey is a crumpled wreck and the Mercedes a furnace

amongst the crowd. A great column of smoke rises into the ironically blue sky and fogs the circuit for the other drivers. At this moment, too, the pits down there are full of cars: Kling's Mercedes, Beauman's Jaguar, Hawthorn's too, and Mieres' Maserati, refuelling. The narrow road is dangerous, and yellow flags are waved, for at this point the faster cars are travelling at around 150 m.p.h.



POSITIONS AFTER 4 HOURS—8 p.m.

1. Mercedes-Benz (Fangio and Moss), 55 laps;
2. Jaguar (Hawthorn and Bueb), 54; 3. Ferrari
(Maglioli and Hill), 54; 4. Jaguar (Rolt and
Hamilton), 54; 5. Jaguar (Beaman and Dewie),
55; 6. Maserati (Musso and Valenzano), 55; 7.
Ferrari (Castellotti and Harmsen), 52; 8. Lagonda
(Parnell and Poore), 52; 9. Jaguar (Class and
Swaters), 52; 10. Mercedes-Benz (Kling and Simon),
52.

CLASSIFICATION ON INDEX OF PERFORMANCE

1. Mercedes-Benz (Fangio and Moss), figure of merit 1.364; 2. Jaguar (Hawthorn and Bueb), 1.315;
3. Jaguar (Rolt and Hamilton), 1.506; 4. Ferrari
(Maglioli and Hill), 1.295; 5. Maserati (Musso and
Valenzano), 1.292; 6. Jaguar (Beaman and Dewie),
1.289; 7. Porsche (Polensky and Frankenberg),
1.280; 8. Porsche (Glockler and Lukan), 1.278; 9.
Mercedes-Benz (Kling and Simon), 1.271; 10. Aston
Martin (Collins and Frère), 1.267.

8 p.m.

Records had indeed been flying in those first four hours. On the second lap Castellotti's Ferrari did 4min 16.7sec;

Fangio reduced this to 4min 15.6 sec on lap five, and to 4min 10.6sec on the fifteenth. On the seventeenth the Mercedes clicked the watches at 4min 9.7sec, which Hawthorn equalled in the Jaguar. Then Fangio knocked off another second—4min 8.8sec, and reduced the seconds figure to 8.6 on his twenty-second lap. And then on lap twenty-four Hawthorn cleaned the figure up at 4min 8sec, and the record therefore stood to a D-type Jaguar at 121.498 m.p.h.

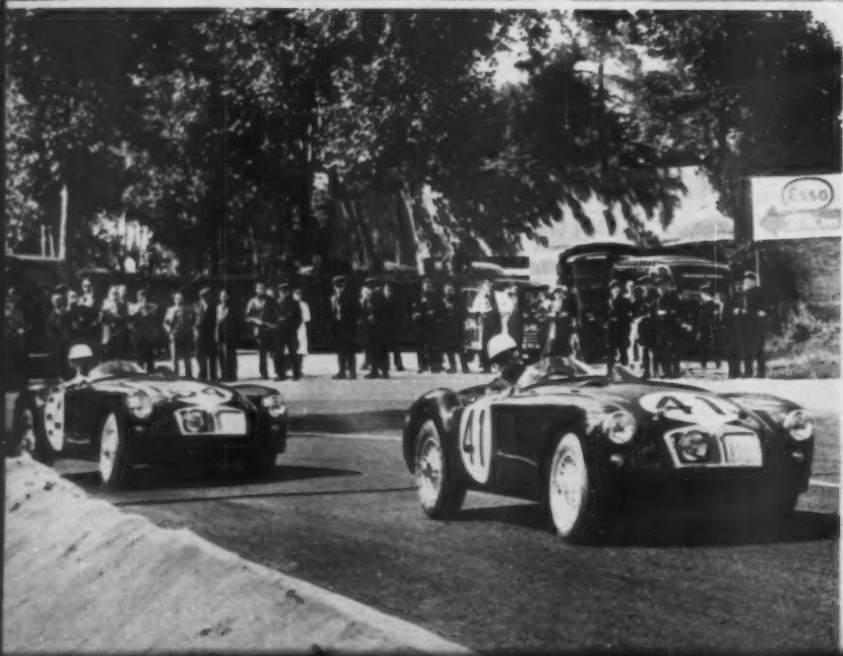
There had been pit stops in preparation for the night, as well as those which threatened failure for the car that swung in to the counter. Tommy Wisdom relinquished the Bristol wheel to Jack Fairman and the lamp covers were whipped off; team manager Selby reminded a mechanic to clean the screen.

Ninian Sanderson took the TR2 from J. Dickson, and during the mêlée of the crash Stirling Moss had relieved Fangio, accelerating up the straight with an almost intolerable volley of sound. Just before 7 p.m. Colin Chapman halted the Lotus at the pit for a straightening of the near-side wing, which threatened to disturb the head lamp setting. Flockhart took over towards 8 p.m.

The sunlight went from the sky, the Eso balloon man hung limp as the evening chill cooled his innards. High cirrus promised a fine night. That sad figure of



TEAM SPIRIT. Two makes from Britain gave classic examples of consistency: one was Bristol (Wilson leads Keen) and the other the M.G.s making their début (Lockett leading Lund)



the death roll from the crash had not yet been disclosed . . .

Spot lights began to glow in the evening and the noise of the Offenhauser engine in the Cunningham and Johnson car challenged the penetrating howl of the 1½-litre McAlpine and Thompson Connaught. There would be no peace this June evening.

9.10 p.m.

Night is falling slowly and the neon signs are coming into their own. There is the Mobilgas flying horse in red, and one of France's premium petrols, Azur, fittingly in blue. The pit section identification letters are illuminated and the pines up by the Esses have settled into a solid silhouette of black. The lights evenly marking the bend under the Dunlop bridge are twinkling, like a mathematician's milky way, and the bridge clock hangs above, a horological moon. The cars' numbers are less distinguishable now, and even with their miniature floodlights it is going to be difficult. But there have been five hours in which to become familiar with the characteristic noises. The lights help, for the fastest cars have head lamps of tremendous brilliance. They need them, too, at speeds up towards 200 m.p.h. down by the Hippodrome café . . .

The night gives time to reconsider; the cooler air lends a beneficial clarity to the brain. At 9 p.m. the Fangio and Moss Mercedes was still leading, two laps ahead of the Hawthorn-Bueb Jaguar and the Maglioli-Hill Ferrari. The two other works Jaguars followed and then the Valenzano and Musso Ferrari. All this might have been expected, and was. The first Aston Martin (Collins and Frère) lay ninth, with the Lagonda tenth (Parnell and Poore). But lower down the list was a particularly meritorious state of affairs, the 1½-litre Porsche of Polensky and Frankenberg lying 17th, with Glockler and Lukan's similar car behind it and Seidel and Milhoux's nineteenth. They had covered 61, 61 and 59 laps respectively, while the leaders had done 70, 68 and 68. The next 1½-litre was the McAlpine and Thompson Connaught at twenty-second.



NOCTURNE (ONE). Night has fallen and the marker lights reveal the gentle curve of the circuit underneath the Dunlop Bridge

This car was touching 146 m.p.h. on the straight and had done a 4min 50sec lap—about 105 m.p.h.

Midnight, Saturday.

This is a Grand Prix d'Endurance, and now that eight hours have gone that has become a self-evident truth. The field has dwindled and programmes are heavily scored. The obliterating red frames patch the scoreboard, yet that lags well behind the unofficial retirements . . .

The Parnell Lagonda has gone, spilling its fuel at Arnage; so has the Maglioli-

Hill Ferrari, having lost its coolant; Castellotti's valiant effort at the start is in vain, for the car has retired with Marzotto at the wheel. A broken piston has accounted for the American Jaguar (Walters and Spear), and bearings for the Whiteheads' Cooper-Jaguar. Sparken and Gregory's Ferrari has gone out at Arnage, and the transmission has failed on the Mieres and Perdiss Maserati. A broken dynamo belt has removed one of the Aston Martins (Brooks and Riseley-Prichard). The Odium and Vard Frazer-Nash has blown up and rumour has it that 7,200

r.p.m. in third gear was seen on the rev counter. One of the brilliant Porches has cracked a carburettor flange (Riggenberg and Gilomen) and the throttle linkage went early on the Turner-engined Kieft (Baxter and Deeley); its team-mate with the Coventry Climax engine has disappeared with loss of oil.

At 39 minutes past six Jacobs, in one of the new M.G.s, came out of White House on the wrong camber, slid and went into the ditch, overturning and catching fire. Though not as unfortunate as poor Levegh, killed in the earlier crash,

NOCTURNE (TWO). The press tribune (upper deck) is a blaze of light all night long as the correspondents and radio commentators transmit race information to the ears and eyes of the world. Opposite, pit crews watch their charges hurtle up the narrow grandstand straight





FRANCO-GERMAN. The French V.P. driven by Giroud-Cabantous is overtaken by the outstanding Porsche in the hands of Frankenberg. This amazing 1½-litre car came fourth in the Grand Prix d'Endurance and won the index of performance classification

he suffered multiple injuries as a result.

Retirements amongst the little fellows are surprisingly high. Navarro came in at 7.18 p.m.; a mechanic removed the plug from the left-hand cylinder, looked at the dipstick and shrugged. He replaced the plug at leisure; an oil pipe had gone. The Morettis had not started after all. The Bonnet and Storez D.B. had had a near-fire and gone, along with the V.P. of Giroud-Cabantous and Lesur. The twin-boom Nardi had early crashed, being ditched at the left-hand Indianapolis turn after hitting a retaining bank.

Into this black, clear night the survivors continue to tear. Fangio is again at the wheel of the leading Mercedes, and what a combination of brilliance this Anglo-Argentine-German outfit is! Hawthorn is in second place, Bueb having held on brilliantly in the interim, and the Jaguar is sandwiched between the leading Mercedes and Kling's in third place. At a quarter to eight the D-type had lowered the lap record to 4min 6.6sec,

122.393 m.p.h., while Hawthorn was still driving.

The Panhards, favourites for the index of performance win, come and go from their pit at intervals. Their getaways are incredible owing to the high bottom gear. The drivers slip the clutch, falter off towards the Dunlop bridge, and lock the faces far away. Yet at the end of the lap

POSITIONS AFTER 8 HOURS

1. Mercedes-Benz (Fangio and Moss), 110 laps; 2. Jaguar (Hawthorn and Bueb), 106; 3. Mercedes-Benz (Kling and Simon), 106; 4. Jaguar (Beauman and Dewis), 105; 5. Jaguar (Rolt and Hamilton), 105; 6. Maserati (Musso and Valentano), 104; 7. Aston Martin (Collins and Frère), 105; 8. Jaguar (Claes and Swaters), 105; 9. Ferrari (Trintignant and Schell), 101; 10. Aston Martin (Salvadori and Walker), 99.

CLASSIFICATION ON INDEX OF PERFORMANCE

1. Mercedes-Benz (Fangio and Moss), score of merit 1.548; 2. Jaguar (Hawthorn and Bueb), 1.508; 3. Mercedes-Benz (Kling and Simon), 1.298; 4. Jaguar (Beauman and Dewis), 1.294; 5. Jaguar (Rolt and Hamilton), 1.282; 6. Porsche (Polensky and Frankenberg), 1.281; 7. Maserati (Musso and Valentano), 1.276; 8. Porsche (Glockler and Lukan), 1.272; 9. Aston Martin (Collins and Frère), 1.266; 10. Jaguar (Claes and Swaters), 1.255.

BELGIAN THIRD. The yellow D-type Jaguar driven by Claes and Swaters, which come third, going ahead of Mieres' Maserati into the Mulsanne straight



they come through, speeding blue streaks of streamlined ingenuity. The Bristols are repeating their consistency of last year, one lap covering all three of the cars. The wind is beginning to blow chill, but it is fine and dry . . .

As we calculate, there are 36 cars left in the race at 1.26 a.m. on Sunday. Four minutes later it is Mercedes, Jaguar, Mercedes, Jaguar. There are 14½ hours to go.

Sunday, 2.10 a.m., *Le Mans*.

Not long ago the death roll was issued in this disastrous Le Mans. Now the sequel is announced over the loudspeakers, fragments of the announcer's words floating up between the howls of the passing cars. "The direction . . . Mercedes-Benz in conjunction with Stuttgart . . . the president . . . abandoned the course on learning of the tragedy of Le Mans. . . ." Thus the leader goes; the third car goes. Red crosses obliterate both 19 and 21 on the scoreboard. This time the operators are fully up to the moment, and the moment is charged with tragedy. A quiet clap of sympathy and approval fills a brief and unwonted silence.

The field is dwindling. All the Ferraris are now gone, leaving up front a row of Jaguars, with a Maserati and an Aston Martin challenging the leader. At 2.30 the order becomes:

1. Jaguar (Hawthorn and Bueb).
2. Maserati (Valentano and Musso).
3. Jaguar (Rolt and Hamilton).
4. Aston Martin (Collins and Frère).
5. Jaguar (Claes and Swaters).
6. Porsche (Polensky and Frankenberg).

Information filters through from the pits and round the course. Soon after midnight rumour said that Beauman was in a sandbank with the Jaguar; by 1.40 a.m. it was certain. Beauman was at Arnage, still stuck. At 2.55 a.m. he retired. At 12.52 the leading Jaguar came in, Hawthorn kept out, oil and petrol were replenished and Bueb took over. The car left in 1min 35.7sec—a fine example of pitwork. Brown was having a worrying time in the Cooper. The water hose was being chafed by the dynamo pulley and refilling with water was still eight laps off. Those eight laps were done waterless.

Another car that went into the sand was Leslie Brooke's Triumph. He used the lid of the glove box to shovel it out.

The tale of the Ferraris was anti-climax. The Helde and Lucas car came in, refuelled. Oil went in from an ordinary quart tin, the rear lamp was adjusted and the car limped away, misfiring, but stopped up by the M.G. pit, the magneto drive having gone. Trintignant and Schell's car came in with its tail obviously between its legs. The driver disappeared and no mechanics bothered to work on the car. At 32 minutes past midnight it was wheeled away.

And at 12.35 Salvadori had a con-rod through the crankcase of Aston Martin No. 24.

An hour later the Cooper was missing



STATIONARY ACTIVITY. Top left: the winner makes a routine halt. Top right: mechanics look to the rear of Seidel and Milhoux's Porsche. Below left: upside down work on Cornet and Mougin's D.B. and, below right, orderly disorder round the Wilson-Mayers' Bristol under the eye of both drivers and team manager Selby



for about 35 minutes and the pit assumed that the hose had gone somewhere out on the dark circuit. But later it resumed, though many laps back. The Lotus was maybe.

The lights come down from Arnage to White House like yellow and white stars, tossed gently over the horizon by a celestial giant. It is a long distance and they appear to drift slowly down. Then suddenly they are flashing past the end of the pits—at 100, 120, even 140 m.p.h. maybe.

POSITIONS AFTER 12 HOURS

1. Jaguar (Hawthorn and Bueb), 160 laps; 2. Maserati (Musso and Valenzano), 155; 3. Aston Martin (Collins and Frère), 154; 5. Jaguar (Claes and Swaters), 153; 6. Porsche (Polensky and Frankenberg), 145; 7. Porsche (Glockier and Lukan), 143; 8. Bristol (Wilson and Mayers), 143; 9. Bristol (Keen and Line), 141; 10. Porsche (Seidel and Milhoux), 140.

CLASSIFICATION ON INDEX OF PERFORMANCE

1. Jaguar (Hawthorn and Bueb), figure of merit 1.287; 2. Porsche (Polensky and Frankenberg), 1.271; 3. Aston Martin (Collins and Frère), 1.261; 4. Maserati (Musso and Valenzano), 1.250; 5. Porsche (Glockier and Lukan), 1.256; 6. Jaguar (Rolt and Hamilton), 1.238; 7. Jaguar (Claes and Swaters), 1.230; 8. Porsche (Seidel and Milhoux), 1.225; 9. Bristol (Wilson and Mayers), 1.211; 10. D.B. (Cornet and Mougin), 1.201.

4.20 a.m.

Dawn breaks, grey and bleak. A Bristol snarls away from its pit. A Porsche follows suit, snuffling as if its cylinders suffer from catarrh. We pick out the survivors: Miles' M.G., Keen's Bristol, the leading Jaguar, Olivier's Porsche, Dickson's Triumph, one by one they pass the tribunes. The race is more than half over—barely. The scoreboard shows that just

over half the starters have *abandonné*. The light grows rapidly. Cotton and Beaulieux's Panhard is wheeled away to daylight retirement.

4.55 a.m.

M.G. No. 41 (Miles and Lockett) calls at the pits. At this hour of the morning you might expect something less than efficiency. You don't get it. Full personnel are there, everything is checked, the car is refueled and leaves in four minutes. Throughout, team manager Davis sits motionless behind the fire extinguisher, its nozzle trained on the fuel filler. Collins tears by in the leading Aston Martin, taking a beautiful line up under the bridge. He laps in 4min 35sec—about 110 m.p.h.—and is in third place. The Cunningham has port wine stains of fuel all over its pallid haunches.

Surprisingly, in view of last night's sunset, the morning is bringing a heavy spot or two of rain. The sky is leaden and it remains cold. By six o'clock the road is damp and dangerous. At 6.15 Lund and Waefler's M.G. is called in, refueled and sent away. Far down the pits, Osca No. 40 is being worked on, a mechanic reaching awkwardly under the jacked-up machine, flat on his back in the wet road. The pit crew do not look happy.

The yellow D-type of the Belgians Claes and Swaters is now running fourth and impressively. All the Jaguars, in fact, impress. At this stage of the race, with nine and a half hours to go, one begins to feel that most of the survivors can last out. If they have done so up to

now they have proved their mettle and it is not customary for there to be further heavy casualties. Porsche No. 37, in the incredibly good position of sixth in the Grand Prix d'Endurance, comes in and out at 6.35, and a moment afterwards the Osca gets away.

As the rain stops the Rolt and Hamilton Jaguar is at the pits and is reminiscent of the Gonzalez Ferrari much later in the 1954 race. Hamilton jumps in but the car fails to leave the counter. The driver returns to the pit and the bonnet comes up again; at ten to seven it has been there a very long time—the gear box solid. The Cunningham, too, is left with only top gear. Collins, whose Aston Martin has been closing Valenzano's Maserati by about 20sec a lap since a quarter past six, succeeds in overtaking at three minutes to seven. He is now second to the Haw-





WET SECOND. Collins and Frère's Aston Martin—note the Borrani wheels with outside spoke-flanges to give clearance for disc brakes—seemed to be going even better towards the end of the race than at the beginning. Its engine note was sweet and its road holding in rain, superb.



*Les 24 Heures
de la course
comme notre
artiste les a
récues*



Drawings by
Gordon Horner

thorn and Bueb Jaguar and the Aston-Jaguar duel of many circuits looks like being resumed. But the Maserati is in front again a lap later.

At 7.05 Ivor Bueb relieves Hawthorn at the wheel of the leading Jaguar. At 7.12 a.m. the Rolt and Hamilton Jaguar officially retires with a score of 186 laps. The yellow-helmeted Paul Frère takes over the Aston Martin from Peter Collins at 7.30 a.m. precisely.

8.0 a.m.

Now the race has taken on its Sunday shape. On ultimate distance most people are clear as to the possibilities. Given average luck, the Hawthorn and Bueb Jaguar should stay out in front, for it is four laps ahead of the Frère Aston Martin and the Valenzano and Musso Maserati, both fighting hard. Frère, indeed, is really pressing the Aston. The Jaguar leads on performance index also, but the Porsche is coming up rapidly in second place. Porsches are remarkable by any standards; the Bristols, Triumphs and M.G.s are putting up a reliable showing for Britain. Correct appraisal of the smallest classes must await the performance index at the end of the race, and the lone Frazer-Nash in twelfth position earns respect (Becquart and Stoop). In spite of Frère's efforts—he is lapping in 4min 32.5sec—the Maserati has established itself in second place and the gap has widened considerably. The clock now stands at 8.20 and the flags of the nations are streaming south-east before a shrewd

nor'-wester that bites into the bones of those who have not slept. M.G. Number 41 is called in, and again the pit drill is almost impeccable. American Ken Miles paces nervously, arms hugging himself to keep warm. Now he has jumped down and is in the car—away—and the pit settles into calm again.

POSITIONS AFTER 16 HOURS

1. Jaguar (Hawthorn and Bueb), 209 laps; 2. Maserati (Musso and Valenzano), 205 laps; 3. Aston Martin (Collins and Frère), 205; 4. Jaguar (Claus and Swaters), 205; 5. Porsche (Polensky and Frankenberg), 195; 6. Porsche (Glockier and Lukan), 199; 7. Bristol (Wilson and Mayers), 189; 8. Bristol (Keen and Line), 187; 9. Porsche (Seidel and Milhoux), 186; 10. Bristol (Wiedom and Fairman), 183.

CLASSIFICATION ON INDEX OF PERFORMANCE

1. Porsche (Polensky and Frankenberg), score of merit 1.265; 2. Jaguar (Hawthorn and Bueb), 1.264; 3. Maserati (Musso and Valenzano), 1.259; 4. Aston Martin (Collins and Frère), 1.251; 5. Porsche (Glockier and Lukan), 1.245; 6. Jaguar (Claus and Swaters), 1.236; 7. Porsche (Seidel and Milhoux), 1.232; 8. Bristol (Wilson and Mayers), 1.195; 9. D.B. (Corvet and Moggin), 1.195; 10. Bristol (Keen and Line), 1.189.

8.26 a.m.

According to our stop-watches, the Maserati closed upon the leading Jaguar by 11sec last lap. Is this a big challenge? There are four laps and 1min 14sec between them.

8.31 a.m.

Yes, the gap is now four laps and 59sec. Will the Jaguar pit signal the D-type to speed up?

8.35 a.m.

Signals out. The gap is down to four laps and 49.4sec. Next lap the odd

seconds are 43.6. Then 38.9. The Jaguar seems to be staving off the threat, though the gap continues to close slowly. By 9.20 the odd seconds have disappeared and there are four laps in it exactly.

At 9.17 the Lund M.G. comes into the pits with its nearside tyre screaming against the twisted bodywork resulting from a bump. The mechanic removes a wheel and hammers desperately with a copper-headed hammer. The cross-eyed head lamp sheds its component parts. It does not matter, this race must finish in daylight. A new wheel goes on and the car is away at 9.24, second driver Waefler at the wheel. The Maserati has overtaken the Jaguar, thus reducing its lead to below four laps.

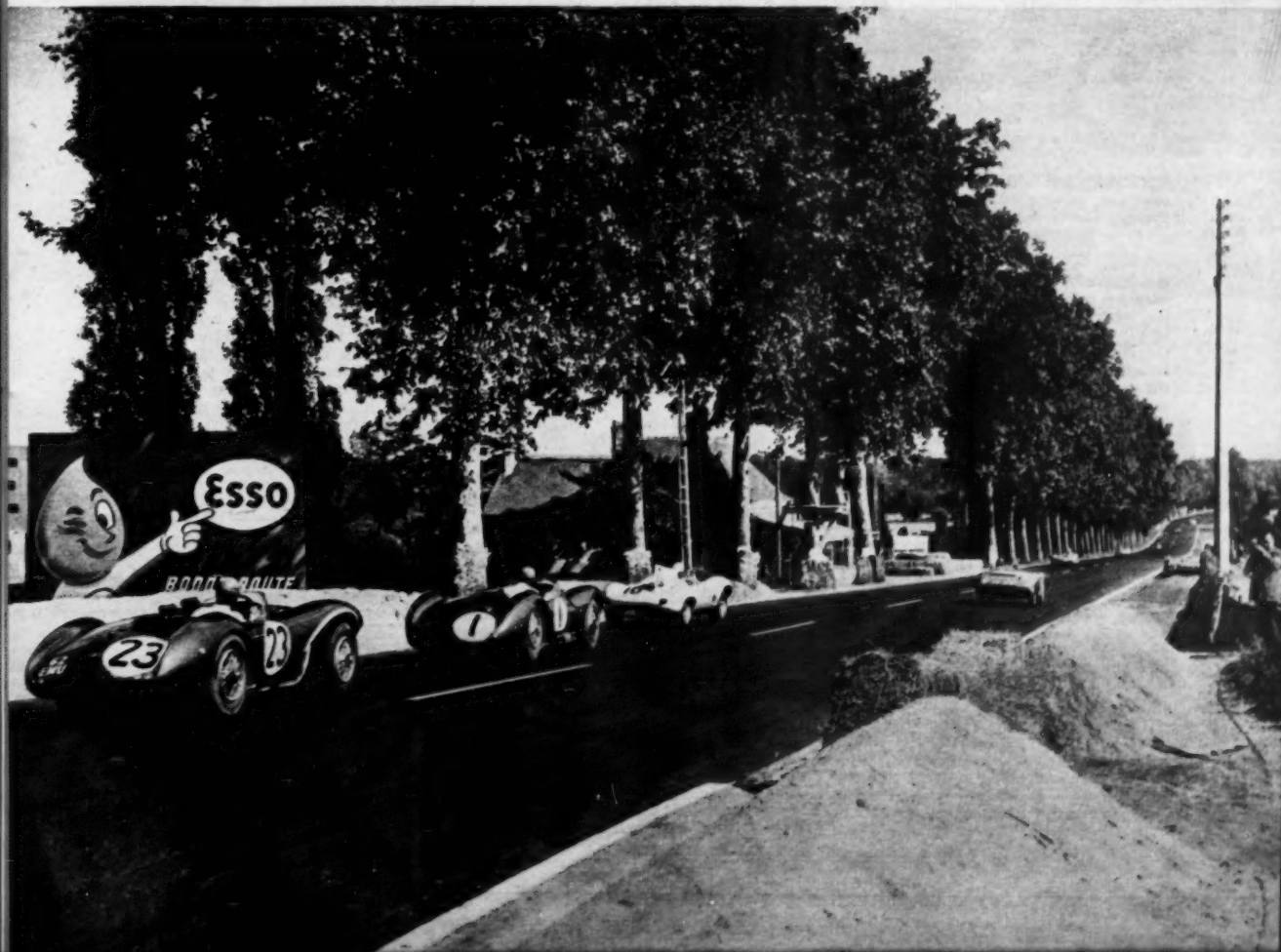
10.10 a.m.

Three things: Hawthorn has taken over the lead car and looks like opening the gap again; the Offenhauser-engined Cunningham has been in the pits and left again, struggling along on that top gear and very few of its cylinders, and the Maserati has come in for a brief stop so that the driver could consult the pit. It is away again and the rain has suddenly begun to come down heavily. Familiar mist sprays ride up from the rear wheels.

10.25 a.m.

The Cunningham stands forlornly at its pit, head lights reflected in the streaming track. No one is near it. Paul Frère hurtles through, slides under the Dunlop bridge, puts his foot down to get out of it and induces wheelspin. These are 1954

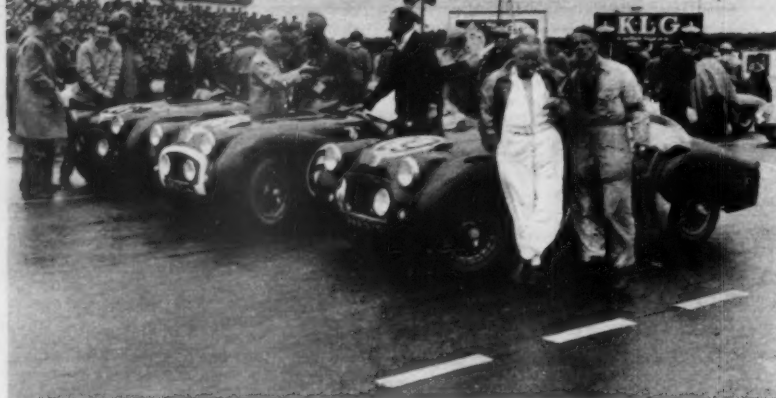
ENTRY INTO THE STRAIGHT. Mulanne is approached downhill and round a tree-girt bend. Cars descending the gradient are: Collins' Aston Martin (23), Parnell's Lagonda (1), Cloes' Jaguar (10), and one of the little Panhards





HAL PHARES MARCHAL

THE AUTOCAR, 17 JUNE 1955



TRIUMPH. Three examples of stamina from Britain—the Triumphs which stayed the course as a team. Left to right: Dickson and Sanderson, Goodall and Brooke, Haddeley and Richardson.



FIRST DRIVE, FIRST HOME. Ivor Bueb's achievement was, perhaps, even greater than that of co-driver Hawthorn, because it was his first event in the works team

conditions over again. At last the Cunningham pit staff hops over the counter and wheels the car off to retirement. Bad luck! At 10.30 a.m. Peter Collins takes the Aston Martin over from Frère at a refuelling stop and crescendoes up through the gears, the rain and the grandstands.

The Stanguellini abandoned this morning.

At 10.42 both the Jaguar and the Maserati were in the pits, but whereas Hawthorn swept away in a very short time with a quick backward look, the red Maserati stayed behind. Pit movements were not encouraging. The engine sounded perfect so we assume that the transmission has gone. In fact, the clutch has seized. They tinker with it desultorily. So it is proving another Aston-Jaguar duel after all, with Collins three laps behind Hawthorn. The Belgian Jaguar is a further five laps back. It is 11.15, and there are four and three-quarter hours to go of this devastating endurance test.

The Maserati makes a lame effort to get away, fails after fifty yards and is pushed back to the pit.

Now the shape of the index of performance results becomes more evident. Polensky and Frankenberg's Porsche leads, the Collins Aston is second and

Hawthorn third. Two more Porsches follow and then the Belgian Jaguar. The Cornet and Mougins D.B. is the most favourably placed of the little fellows to make a last-minute challenge.

Miles and Lockett's M.G., going beautifully and quietly, is lapping at about 85 m.p.h. in the streaming wet.

It is noon, and with the announcement of the official abandonment of the Maserati there are now only 23 cars left. Thirteen are British. Keen brings the Bristol 33 in because the rain spray is entering the carburetors. A piece of plastic tape is used—without much success—to seal off the bonnet air intake just above the three carburetors and the car is away in a minute or two. Hawthorn chases the sawn-off Cooper up the hill towards the Esses, with a Porsche behind, the three cars ghostly in a swirl of spray. Collins, following on, has his lights burning as a precaution.

POSITIONS AFTER 20 HOURS

1. Jaguar (Hawthorn and Bueb), 259 laps; 2. Aston Martin (Collins and Frère), 255; 3. Jaguar (Claes and Swaters), 250; 4. Porsche (Polensky and Frankenberg), 239; 5. Bristol (Wilson and Mayers), 232; 6. Porsche (Seidel and Milhoux), 232; 7. Bristol (Keen and Line), 231; 8. Porsche (Glockier and Lukan), 220; 9. Bristol (Widdow and Fairman), 226; 10. Frazer-Nash (Beaumont and Stoop), 218.

CLASSIFICATION ON INDEX OF PERFORMANCE

1. Porsche (Polensky and Frankenberg), figure of merit 1.258; 2. Jaguar (Hawthorn and Bueb), 1.251; 3. Aston Martin (Collins and Frère), 1.248; 4. Porsche (Seidel and Milhoux), 1.218; 5. Porsche (Glockier and Lukan), 1.218; 6. Jaguar (Claes and Swaters), 1.210; 7. D.B. (Cornet and Mougins), 1.183; 8. Bristol (Wilson and Mayers), 1.178; 9. Bristol (Keen and Line), 1.170; 10. Porsche (Duntov and Veuliet), 1.157.

12.20 p.m.

Sensation! Porsche No. 66, speeding up the hill towards the Esses, begins to slide. Such is the state of the waterlogged road that he waltzes gently up the gradient, on and on, bumping the retaining fence. Yet he comes on round, the stove-in rear-side front wing betraying the escapade.

Wilson's Bristol comes in. The plugs are changed. Héry and Trouis' D.B. gets a routine refuelling. Mercifully, the rain has stopped. The Panhard twin engine of the D.B. chatters into life. The Bristol gets away with an unhappy hammer from the 2-litre unit. At a quarter past one we begin to think that the race is nearly over. Maybe it is, but the time left is about that occupied by a full Grand Prix race.

2 p.m.

It is inevitable that this race should settle into something like monotony; perhaps as well in view of all that has hap-

pened and the vile weather. In a sense the cars now begin to play out time, but, unlike cricket, even this amount of rain is unlikely to stop play. The leading Jaguar is now five laps ahead of the Aston Martin. Anything can happen, of course, but both cars have stood twenty-two gruelling hours and should last the rest. Waeffler seems to doubt his M.G.'s ability to do so, for he comes in for a steering check, leaving again after the mechanics have satisfied him. His is the car that is damaged on the port bow.

3.10 p.m.

The Cooper driven by Wadsworth and Brown comes into its pit and smoke pours from the engine compartment as the driver blips the throttle. Mechanics look at it and shrug, replace the bonnet. Five minutes later the car moves off, haltingly, and will need nursing for these last three-quarters of an hour.

Le Mans 1955 is slipping quietly into motor racing history—a sad chapter.

Thirty-five minutes to go.

Pit counters are lined, pit balconies crowded. There is little colour left in this world of mackintoshes.

And comparatively few cars—21 out of the original sixty . . . most of them British green.

It will be fitting if Ivor Bueb concludes this fine Jaguar drive—his first time out in the works team. It will be understandable, however, if Hawthorn takes over. Peter Collins is driving the Aston Martin, Claes the Belgian Jaguar.

Seventeen minutes to go. The Jaguar comes in. Hawthorn takes over.

It has stopped raining.

Carnation and gladioli bouquets are ready for the victors.

Six more minutes.

Sixty seconds.

Jaguar . . . Aston Martin . . . Jaguar.



(Full results will be found on page 864)

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ON TOW

It Requires More Skill to Drive the Broken-down Car Than the "Tag"

By J. R. DAVEY



FOR a few years after the war the lucky owners of new models could laugh at those stuck with the old cars which carried a tow rope in the tool kit always and often appeared wearing it. But now that the starting handle is disappearing from so many current cars there isn't much in the age distinction these days; the old ones can be wound up.

Towing—and being towed—is a case for care; unskilled towing can be very damaging to cars.

Chains, wire ropes or anything which is both immensely strong and lacking in "give" are to be avoided as the plague. Braking by the towed car or taking up of the traction by the other at a moment when the rope is slack can cause that sudden shock which can tear a bumper or some more vital piece of a car from its moorings, and a thin rope or two or three doublings of clothes line are recommended to beginners. "That will break," says the possibly unskilled stranger you are helping, and so it will if he gives it a violent jerk. The remark usually reveals that you were wise to have a weak rope!

Rope does not take kindly to a sharp edge like that of some bumpers, and, if the point of attachment is apt to cut, a rolled newspaper or duster will prevent chafing. The towing strain should not be allowed to come on the knot or it will be jammed so tight that it will have to be cut later. So pass the rope round two or three times and make the simple knot shown in an illustration. In proprietary tow ropes there is usually some sort of non-jamming attachment.

Care should be the rule in positioning the point of fastening of the rope. If it is necessary to have it towards the side of one car it should be secured to a corresponding point

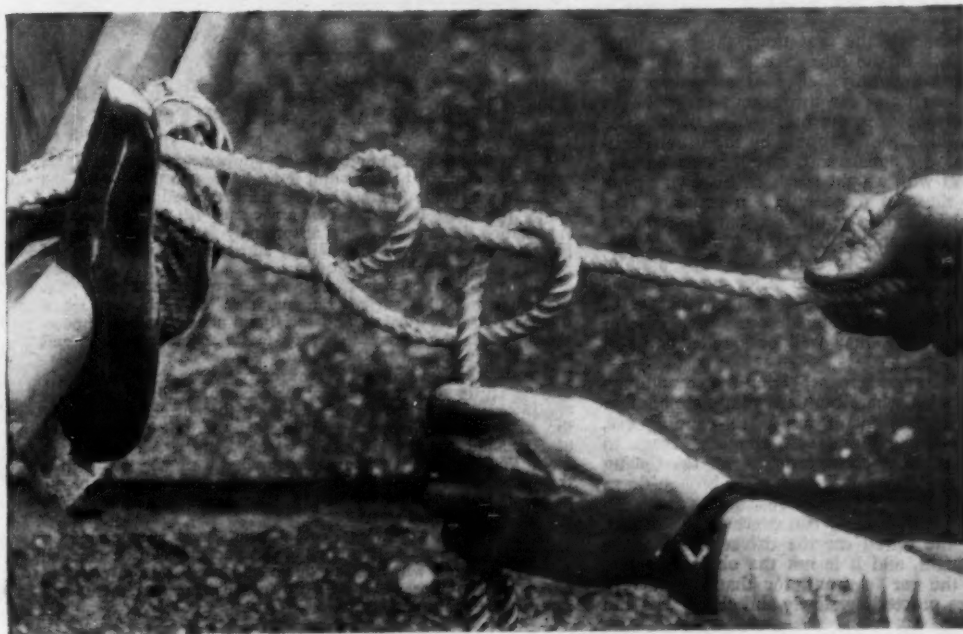
on the other. A bumper will probably be used unless the stylist has joined bumper and body with a sheet of metal; and as bumpers are not strong in the centre the tow will be to a point near the bracket or—better still—to the bracket itself. Overriders are usually weak. In the case of models with separate chassis and body, and especially with old cars, it is most important that such one-sided strains should be taken through a weak rope; for if the chassis is pulled out of true, which can happen, the rebuilding job is as expensive as that following a major crash.

When a central attachment is used a bumper, in bending, may pull in the chassis members. If a V arrangement of the rope is adopted it should be a narrow V, as a broad one has more squeezing effect.

Modern integral construction cars are not nearly so vulnerable to this distortion danger. If they are damaged by towing or a bump, the effect is usually local. But the bumper may be so valanced by the stylist that it is impossible to pass a rope round it. The inside anchorage of suspension lower wishbones, not the outer ends, is then the best attachment. At the rear there is often nothing to tow with, and caravan and trailer owners may have to provide quite elaborate additions before they have somewhere to plant their towing eye.

A bumper bracket is the most hopeful possibility for towing another car and failing that the axle spring pad, but make sure that the straightened rope will clear panelling not only on the straight but also on corners. A tow rope should not be too long; about 12ft is right. Having hitched the two cars together, we are ready to tow.

Being towed is a more skilled business than towing and



Three or four turns of the rope round a bumper bracket take the strain, and this simple knot will not have much load or jam



The over-rider looks massive and tempting, but is unsuitable for towing. It will resist a blow, but against a pull there is only the thread and nut of a little bolt. The rope is round a bracket, and substantial padding is used to protect it where it makes a sharp turn over the bumper edge.

ON TOW . . .

it is also more alarming, placing a greater strain on the driver. So unless person A has no idea of how to drive B's car, the more skilled of the two drivers should be in the towed car; if both are equally skilled, then the more iron-nerved.

A code of horn signals is agreed—the usual series of hoots for “please stop”; and, because the towed person is usually being taken up side streets to his home, and often has to navigate for his tug skipper, the usual marine signals. They are two short hoots for left-at-next-turning, and one hoot for a right turn. Or the tow can use his horn in any way to attract the tug's attention to a hand signal.

Take Up the Slack

When starting from rest the first time, the tug inches forward until the slack of the rope is taken up, and then gets the tow moving smoothly. But at all subsequent stops the rope remains tight; for throughout operations it is the following car that does the braking for both. The tug driver requests slowing or stopping by the usual Highway Code slowing down signals and, except in emergency, does not lend a hand with a light touch on his own brakes until he feels that those of the tow are in action. This applies particularly to hills of a gentle sort; but if steep ones must be descended—they should be avoided wherever possible—then it may be better to detach the rope and let the vehicles go separately to the bottom, or even with the towing vehicle hitched on at the back to lend the aid of its engine braking power. On long descents of a mile or more, proceeding separately may well be a relief and rest for both drivers.

Cleaned rear windows and screens, giving the second man the utmost help in seeing where both are going, are another useful precaution. It is difficult for a stiff-running car, with marked engine braking and soft, dragging tyres, to tow a car with the opposite characteristics, for the towing vehicle is always being over-run. Leaving the broken-down car in top gear introduces too much resistance, and even light braking applied continuously can overheat the drums.

To sum up: In the towed car the driver should have one dominating thought, and it is not the obvious one of not bumping into the car in front, for that is not very serious with two cars proceeding slowly and close. His aim

should be to keep the tow taut and avoid the jerking which can wrench a chunk out of one or other car! The recommended weak rope is a safeguard against that.

The art of steering the second car is to avoid either a closer curve on a corner, or wandering out, but to follow as exactly as possible the first driver's line. One should not begin a turn when the driver of the towing vehicle does, but only on reaching the point where he turned. That is an over-simplification, of course, but it illustrates the principle. The tug driver must turn out early, and gradually, to pass a cyclist, and give warning with his indicator, for his tow is driving a little blind and cannot anticipate a swerve. Nor should the driver in front be in a hurry to turn in again, for he is in charge of a very long outfit—longer than a coach. And he must never play “last across” at a crossroads or an amber light!

Even the crudest “ON TOW” notice is of help to other road users, besides being a legal requirement, and if a very long rope must be used, which is wrong, tie a conspicuous rag to its centre.

It has been made clear that jerking is the principal embarrassment. The author has lately been trying a tow rope made of nylon, and there was a quite remarkable amount of tough, springing “give” in this as compared with ordinary rope. The braking strength of quite a thin one was claimed to be 2 tons, so that it hardly met the recommendation of weakness. However, the springiness was most effective in damping out shocks, although some quite severe tests were made.

Starting Tows

An amateur tow is more often given by a neighbour to start a reluctant car than by a stranger to get home a broken-down one. Such a towed effort to start can be unsuccessful, for a car that has failed to start under its own efforts usually has an engine flooded with petrol, and towing in top, with the choke out, makes the situation worse.

So first clear the flooded engine by a tow at low speed, in top gear, with the throttle wide open and the ignition switched off. This will clear manifold, cylinders, plugs and exhaust system; but it is really best to remove and dry plugs, to make sure of them. Then, when the start is attempted, pull out the choke with the engine turning at a speed rather over the cranking speed; but not too much faster than the speed for which the starting arrangements of the carburettor were designed. If the battery is very weak, the engine should be turning just fast enough for a charge to be seen passing across the ammeter.

Golden Milestone

A BOOK to celebrate the fiftieth anniversary of an organization might be very dull indeed, even to those who had an intimate interest in that field; to read *Golden Milestone*, produced to mark the anniversary of the Automobile Association, is to realize how absorbingly interesting can be an imaginative and well-marshalled approach to 50 years of activity in the world of motoring.

The quip “History is bunk” was never more signally disproved than in this survey, ranging from the early days when motoring was regarded as anti-social and not altogether respectable, to its part today in every facet of our personal and national life.

Against the background of the early years, sketched lightly but with little vignettéd incidents which are vivid and revealing, are 15 episodes, as it were, drawn from the current activities of the A.A. These chapters, contributed by writers of the calibre of Raymond Baxter, Howard Marshall, Bryan Morgan, Raymond Postgate and the like, show to what a tremendous degree the Association assists and watches over the welfare of its members at home and abroad and, indeed, not only its members but all road users.

Illustrated with drawings, colour prints, and photographs in colour and monotone, this book, selling at 15s, will be enjoyed equally by those who will sit down and read it from cover to cover, and by those who will dip into it here and there, and return to it again and again.



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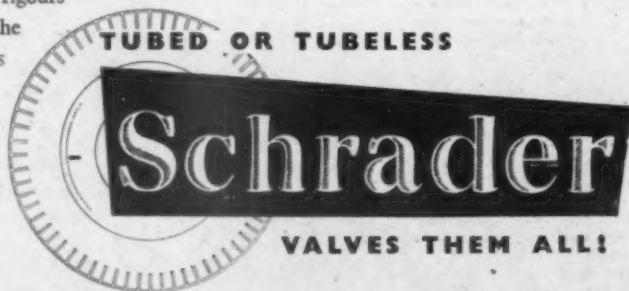
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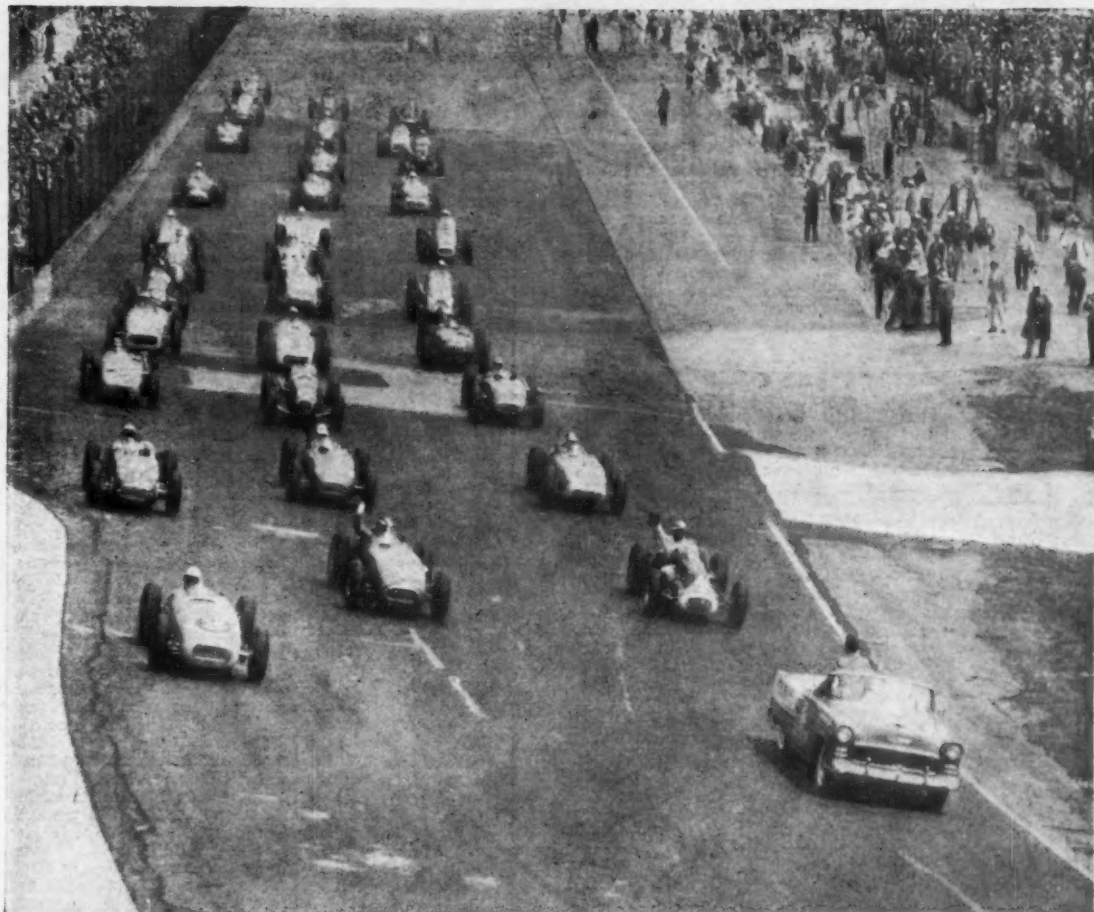
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A. SCHRADER'S SON · BIRMINGHAM · ENGLAND



SETTING THE PACE: The Chevrolet pace car leads the field into the south-west turn. The start was so slow that several drivers momentarily broke formation to prevent their plugs from fouling. Tony Bettenhausen in number 10 (centre of the front row) came in second

INDIANAPOLIS : Duel with Danger

THERE is little doubt that but for the tragic accident in which death flagged Bill Vukovich to a flaming halt on the 57th lap, he would have won the gruelling 500-mile Indianapolis classic race three years in a row. In 39 years only three drivers have pulled a hat-trick at the brickyard—Lou Meyer, Wilbur Shaw and Mauri Rose—but none managed the feat three consecutive times. There is a superstition about it among the men who yearly circle that treacherous course on the hair-trigger of disaster, chasing a fortune about as elusive as the ends of the rainbow. They say it can't be done—it's like trying to regain the world's heavyweight championship—and they will point to Bill Vukovich as one more example of what happens when you twist the devil's tail once too often.

Because of this supposed jinx, Lindsay Hopkins, owner of the Hopkins Special in which Vukovich had recorded third fastest qualifying time with a "real

easy" 141.071 m.p.h., told me that only 11 of 32 rival drivers conceded that he might win again this year—and that grudgingly. One fact, however, stood out beyond question: the Hopkins Special was the best prepared car in the race, the most exactly tuned. Vukovich's mechanics, Jim Travers and Frank Coon, were with him when he lost the 1952 race, owing to a broken steering link, and they nursed the Howard Keck Fuel Injection Special through its repeat victories in 1953 and 1954. These two modest, patiently polite fellows are, if not the two best brickyard mechanics, certainly among the top four.

Travers, in particular, is a perfectionist of terrifying exactitude. Nothing, absolutely nothing, is left to chance. When Travers joined the Hopkins stable he started work in January, tearing down the car to the last nut and bolt. The machine was not new. It was the 1954 Kurtis-Kraft C-type "roadster" in which

Pat O'Connor, driving under the Hopkins banner, was holding seventh place last year when he spun off the course and out of the race. But when Travers and Coon had finished their job the machine was better than new.

I spent several hours the night before the race talking to the crew and looking over this handsome, low-slung beast, finished in metallic blue with startling red upholstery. Everything had been magnafluxed twice—before and after qualification; every nut was safety wired; a brand-new crankshaft had just been installed as a routine precautionary measure. You could have eaten off the spotless, gleaming "Offy" engine, offset and canted at 38 deg for better weight distribution and lower frontal area. Lovingly they drained the fuel tank so as not to impose unnecessary overnight loads on the critical torsion bar setting. Yet, barely 16 hours later, the machine was a flaming wreck, shattered and

twisted beyond reclaim. Worst of all, it had taken with it possibly the greatest driver ever to master that murderous brickyard. An enigmatic fellow, Bill Vukovich; sallow, snappy-eyed, yet with a dead-pan countenance that masked an irresistible determination. A Scrooge with words among strangers, but always ready with an amusing quip for those he knew. We asked him how he rated his chances with the new machine. "Makes no difference what you win it in," he said. "All these cars turn left. If you turn right, that's when you're in trouble."

Perched in the press box, atop the lofty grandstand, I saw the sudden, cruel pillar of smoke drifting skyward on the back stretch, bare seconds after the yellow caution light came on. Directly opposite, with his name neatly painted on the whitewashed pit wall, was Vukovich's pit. The blaring, cacophonous public address system, always laggard and vague in announcing accidents, was silent for an interminable time as the brightly hued machines, garlanded around the course, maintained positions at reduced speed with subdued growls. No. 4 was long overdue and at first Vukovich's devoted crew peered wonderingly up the straightaway. Then someone must have brought the news by telephone. The expressions of those men were unforgettable. For one paralysing instant they stood there like small boys, utterly bewildered by a sudden thrashing

for something they hadn't done. And then they were gone.

Viewed from any angle, shorn of its tragic elements, this year's 500 was even less to write about than in former years. All the traditional elements of carnival were present. The same hawkers in the same grotesque chequered caps, advertising with hoarse voices the usual assortment of junky souvenirs. Those perennial midger cars, whirling around the banked track across the street, sounding like mechanical toys that someone was rewinding at intervals. And, of course, Mr. Lawrence Biscaglia, of Long Beach, California—a seemingly normal, grey-haired man with cobalt blue eyes, who, in-between waiting for the Speedway gates to open, works as a tyre regroover. This year Mr. Biscaglia arrived on April 18, three days earlier than usual, complete with his weary 1933 De Soto van and his frisky toy fox terrier Wiggles, which can now yawn, sneeze, stretch, shake hands and also play the guitar.

What do they come to see, those 160,000 "railbirds" who yearly flock to the Speedway from every corner of the United States? The small minority of true racing enthusiasts drawn to Indianapolis long ago tired of the dull uniformity offered by a virtual monopoly featuring Kurtis-Kraft chassis; 4½-litre, four-cylinder, double-cam, 16-valve, Meyer and Drake engines with Hilborn Travers fuel injection, producing 330

b.h.p. at 5,500 r.p.m.; Joe Hunt magnetos of Bendix origin; Champion sparking plugs and peculiarly moulded Firestone tyres. Said Bill Corley, a veteran automotive engineer who started at the Speedway back in 1925 when Pete de Paolo won with a Duesenberg: "You could close your eyes, lift any engine out of any of these cars and drop it into practically anyone else's chassis—and there wouldn't be a mile an hour difference between them."

He meant that the phenomenal rise in average speeds, from 114 m.p.h. in 1946 to 130 m.p.h. last year, is the outcome not of torsion bars or cunningly contrived tyre treads but of suicidal nerve on the part of the drivers. So tenuous and critical has the control factor become while desperate men literally skate their cars around those treacherous banked turns at speeds 50 m.p.h. higher than they were intended for, that a gust of wind or a mere sneeze from the engine is enough to throw them into uncontrollable spins.

Storm Clouds

If that is what the fans enjoy, they had their quota this year, during qualifications as well as the race. The three qualifying weekends which began on May 14 in gusty, showery weather produced a fantastic crop of skids involving six drivers, two of whom—Len Duncan (McNamara Special) and Paul Russo (Wolcott Special)—wrecked their cars. In Russo's case, more was the pity because his machine was one of the only two supercharged entries. The other, the ill-starred Novi Special, also quit when a pinion gear sheared in practice and fractured the front-drive casing. Veteran Manuel Ayulo, second ranking American professional driver, was killed in practice on May 16 when his Schmidt Special hit the south-west wall at 139 m.p.h. Three other promising entries which might have infused a little interest into the proceedings did not show up. They were the Planacircle Special—a machine powered by a species of internal combustion turbine; the four-wheel drive Thorne Special, with a six-cylinder, twin-cam engine; and the Bardahl Ferrari—a Kurtis-Kraft chassis powered by one of the new six-cylinder engines from Modena, bored out to 4.4 litres and producing a theoretical 400 b.h.p.

What remained was an agglomeration distinguished mainly by colour, such as the heliotrope John Zink Special which won the race. The field consisted of 19 so-called "roadsters"—17 of them by Kurtis-Kraft and the remaining two by Ed Kuzma and A. J. Wilson; and 14 dirt-track cars mainly by Kurtis-Kraft. Nothing but Offy engines, of course. The two streamlined machines—the Blue Sumar and the yellow Belond—both with cockpit bubbles and elaborate fairings, distinguished themselves mainly by their slowness. The Sumar, which was damaged in the multiple crash, had to shed its wheel fairings to find enough speed to qualify. Neither machine used the cockpit canopy. As Frank Kurtis smilingly put it: "We haven't yet built a left-handed wind tunnel. That was the trouble."

Though rain held off on race day, it was miserably cold with an overcast of forbidding clouds. The drum majorettes of the Purdue University Band, clad in scanty costume with bare arms and legs, must have been freezing to death. The musicians arranged themselves to spell the name "Shaw," and there was a minute's silence for a gallant gentleman whose absence this year was felt as much as his



DESTINED FOR DISASTER: Vukovich, later to be involved in a tragic accident, takes to the grass to bypass McGrath (in number 3) on the inside of the south-west turn. These two drivers traded places five times during the first 28 laps, far outpacing the field

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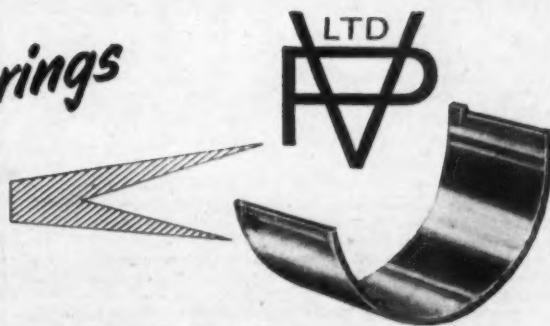
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6

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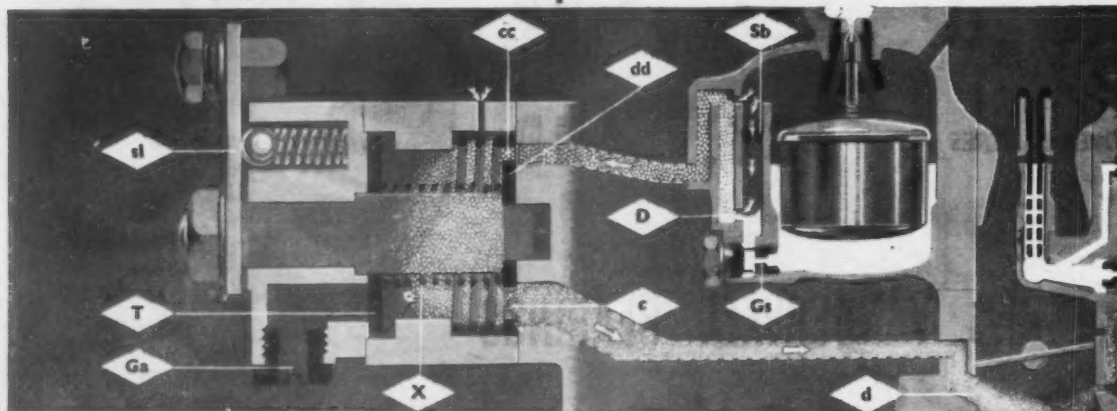
HOW IT WORKS The 'Zero' starter is often used in preference to the bi-starter (Number 1 of our series) and gives greater ease in starting and warming up where temperatures fall as low as '32 below'—or 0°F. It has two positions, like the bi-starter, 'half-way' and 'full out.'

When cranking, the air valve (T) is held on its seating by the spring (X), thus cutting off the supply of air from the starter air jet (Ga). The engine suction is thus transmitted via the circuit (d), (c), (cc), (D) to the starter petrol jet (Gs) and the starter air bleed (Sb), giving a very rich mixture. As soon as the engine fires, suction increases and lifts the valve (T) off its seating against the pressure of spring (X), at once admitting much more air from jet (Ga), the additional volume allowing engine speed to rise.

this is the sixth of a series of fourteen explanatory advertisements

You then push the dashboard knob half-way in, thus moving the lever (sl) until the spring-loaded ball drops into a location in (sl). The disc valve (dd) rotates with (sl) and a smaller orifice (cc) is put in circuit with channel (D), thus reducing the petrol supply from jet (Gs) and allowing the engine to warm-up on a much weaker mixture. So the Zero starter allows (1) a much richer mixture and higher manifold depression for very low temperature starting; (2) automatic weakening as the engine fires; and (3) minimum richness for warming-up.

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dynamic personality dominated the proceedings in the past.

The Chevrolet pace car, a shiny red and cream convertible, was so slow getting away that many drivers impatiently revved their engines to prevent the plugs fouling. From the outset it was obvious that by far and away the two fastest contenders were Vukovich and Jack McGrath, whose Hinkle Special had set a new qualification record of 142.580 m.p.h. and a torrid new record lap of 143.793 m.p.h.

Revealing his strategy beforehand, smiling McGrath, with those startling cotton-hued eyebrows, simply said: "I'll go as hard as I can for as long as I can." He did precisely that, jumping his cream machine into the lead on the first lap, hotly pursued by Vukovich. For three laps he came bombing down the straight at a tremendous speed, easing off for the south-west turn at the penultimate second. But smoke was pouring out of his exhaust from unseated piston rings and Vukovich inexorably closed the gap, until on the fourth lap, an echoing roar from the crowd heralded the fact that the blue car was now ahead.

Duel

Vukovich led by a slender two seconds from the fourth to the 15th lap, when McGrath overtook him, but on the next lap Vukovich was back in front, having lapped Shorty Templeman's Central Excavating Special in one of the quickest lappings on record. Vukovich widened the gap a little, but McGrath clung to him like a leech, and when on the 25th lap the pair overtook more slow traffic, he contrived once again to squeeze by as they came roaring down the straight, neck and neck.

That was McGrath's last try. On lap 28 he finally ceded to Vuky, who from then on steadily pulled away until at 125 miles he was a clear 20 seconds ahead. Vukovich set a new 50-lap record of 136.212 m.p.h., fractionally higher than last year. Next time around he lapped seventh place man Walt Faulkner in the Merz Special. Ten miles later McGrath retired with ignition trouble and on the 57th lap Vukovich was killed, trying to avoid a three-car pile-up with which he was in no way concerned. Travelling at perhaps 140 m.p.h. the Hopkins Special ploughed into the heavy timber of the outside guard rail, straddled the rail for 200 yards, then turned end over end five times. The wrecked machine landed upside down and burst into flames. Vukovich, trapped in the furnace, was beyond reach or help.

This was too much even for the accident-hungry crowd and the remainder of the race flopped into a dull anti-climax, even though disaster held one more kick in store. On the 171st lap Cal Niday, an amazingly agile driver despite his artificial leg, struck the north-west wall. His D-A Lubricants Special caught fire as it bounded into the infield and Niday was removed to hospital in a critical condition with head injuries and burns.

Meanwhile, behind the leaders a bewildering shuffle had been in progress since early in the race. First retirement was Jimmy Reece's Malloy Special, which spun out with a broken connecting rod on the 10th lap; last casualty was Don Freeland (Estes Special) on lap 178 with gear box trouble. Freeland held second place at 300 and 400 miles. In between came Freddie Agabashian's fantastic gyrations when his Federal Engineering Special six times emulated

a top on the back straight; and Art Cross' 168th lap spin on the north-east turn immediately preceding his retirement. A big-end bearing let go on the Belanger Special while he held second place—a bitter blow; but so certain was Cross of his ailment that he drove straight past his pit into the garage area, without bothering to notify the crew.

There was drama enough in the battle between the runners-up tagging a full minute behind the leaders. Chief participants were cowboy Jimmy Bryan (Dean Van Lines Special); eventual winner Bob Sweikert in the heliotrope John Zink Special; Tony Bettenhausen (Chapman Special); Pat O'Connor (Ansted Rotary Special); Art Cross, Don Freeland and Sam Hanks (Jones and Maley Special).

At 100 miles Sweikert was third, Hanks fourth, Bryan fifth and Cross eighth. Fifty miles later, with the track cleared of wreckage, these positions underwent drastic change. Bryan zoomed into the lead past Sweikert; and Cross rocketed from eighth to third place, taking advantage of a pit stop by Hanks. Bryan led from the 150- to the 225-mile mark when fuel injection trouble forced him out, letting Sweikert into first place, with Cross breathing down his neck.

At this point Johnny Parsons (Trio Brass Special) benefiting from a rash of pit stops which involved eleven cars in three laps, slipped into third place, but this tenure was short lived. Some 30 miles later Parsons came in for tyres and fuel, and on the 120th lap retired with smoke pouring out of the engine. This moved Freeland up to third, with Cal Niday, Pat O'Connor and Bettenhausen

tagging him. Sweikert's 34sec margin over Cross and Freeland was not such that he could afford a 49sec pit stop. Accordingly, Cross took over with Freeland on his heels and Sweikert dropped back to third position. Behind him thundered the persistent O'Connor and diminutive Walt Faulkner in his Merz Engineering Special, No. 77. But Sweikert, seeing the pot of gold, began lapping at 137 m.p.h. and at the 400-mile point he was back in the lead, followed by Freeland, Cross, Bettenhausen, O'Connor and Niday.

From then to the chequered flag he was never challenged. The retirements of Freeland and Cross, and a belated four-minute pit stop by O'Connor to rectify a leaking fuel line, hoisted Bettenhausen into second finishing place, a lap and a half behind. Jimmy Davis (Bardahl Special), who captured third share of the jackpot, was quoted as a 20 to 1 outsider before the race; fourth finisher Johnny Thompson, a Scotsman, driving the late Manuel Ayulo's second-string car, a Schmidt Special dirt-track machine, rated odds of 33 to 1. Fifth place man Walt Faulkner showed in the book at 16 to 1. The remaining five places were taken by Andy Linden (Massaglia Special), Al Herman (Martin Brothers' Special), the luckless Pat O'Connor, Jimmy Daywalt (Sumar Special) and Pat Flaherty (Dunn Engineering Special).

Sweikert drove an intelligent, steady race, sparing his tyres and conserving fuel. He was never lower than fifth in the entire 500 miles. Yet, had Vukovich and McGrath survived, none of these drivers would have come within two laps of them.

JOHN BENTLEY.

INDIANAPOLIS : Streamlined Début

WE have just witnessed the first serious attempt to use streamlined bodies in the Indianapolis 500-mile race. In view of the increasing interest in all-enveloping bodywork in European and British road racing (both G.P. and sports car competition), I thought British racing enthusiasts might like to know how the first experiments turned out over here. The two streamlined cars—the Sumar Special driven by Jimmy Daywalt and the Belond car of Jim Rathmann—were disappointing, on the surface at least. Neither showed any unusual turn of speed at any time. The Belond car had engine trouble and toured in to finish; most of the streamlining was stripped off the Sumar two weeks before the race, and it managed 9th place.

But now lets go behind the scenes. . . . Perhaps it would be well to establish the physical characteristics of the Indianapolis track so that we can get an idea of just what speeds are involved. Basically it's a rectangular track with a lap length of just 2½ miles on the pole. The main straightaways are 3,301ft long, and the two short "chutes" at each end run 660ft; the four turns are struck on a radius of 840ft and are banked 16.7 deg. The surface is smooth asphalt except for a stretch of the original bricks in front of the main grandstand, left for sentimental reasons. The current lap record is 143.79 m.p.h., set this year by Jack McGrath in his 270 Offy-powered Kurtis "roadster".

Now it will be obvious that this is a true "speedway" in every sense of the

word. With modern tyres and chassis set-ups, the fastest boys will average 131-132 m.p.h. over the full 90 deg of the turns at the ends of the long straights (less on the other two, since they come in at lower speeds). The slower boys will range down to about 115 m.p.h. in the turns. The peak speed reached on the main straights will run anywhere from 150 to over 170 m.p.h. (McGrath reached 173 m.p.h. on his record lap). A typical speed range over a full lap at Indy might be 125 to 160 m.p.h.

Promise

So what will streamlining do for our lap average under these conditions? At first glance it looks like a pretty good deal. Any reduction in air drag would be bound to increase acceleration out of the turns and allow a somewhat higher peak speed to be reached on the straights. When we get to analyzing it, however, things begin to look a little different. For one thing, the fully streamlined Sumar car weighed approximately 200 lb more than a conventional-bodied roadster. If we assume the reduction in air drag is 35 per cent (based on a 50 per cent reduction in drag coefficient, but the inevitably larger frontal area), and if we assume an all-up weight of 2,300 lb for the streamliner compared with 2,100 for the conventional car . . . a little slide-rule slipping shows that the actual rate of acceleration coming out of the turns at 125 m.p.h. with full throttle would be only some 5 per cent greater with the streamliner! (This is

assuming typical values for gear ratio, engine torque, drag coefficients and suchlike and neglecting rotating inertia.) This gain is nothing to get excited about.

Theory

As the car picked up speed down the straight the effect of the streamlining would theoretically become more pronounced. At 160 m.p.h. the streamliner would be accelerating nearly half as fast again as the conventional car. But, since the actual rate of acceleration would be relatively low, the streamliner wouldn't be pulling away very fast. The net effect of the lower air drag over the full lap, when relative weights are taken into account, is considerably less than you would expect at first glance. If the Indy straights were longer, so that the cars could reach their true maximum speeds and hold it for a few seconds, the streamliner would have a much greater advantage. As it is, the cars are still accelerating at a substantial rate (say, 0.1 g or better) when they have to be shut off for the turns. This definitely minimizes the effect of wind resistance.

This has all been paper theory... but it was borne out in practice at Indy. As a matter of fact, neither the fully streamlined Sumar nor the Belond car showed any appreciable increase in acceleration or peak speed as compared with conventional cars, according to all drivers and mechanics.

And then, of course, there are certain other practical problems one must consider when a streamlined body is used for racing: (1) will it be aerodynamically stable at speed in a crosswind? (2) will the reduced wind resistance overload the brakes? (3) will tyre wear be increased prohibitively by not having an air blast directly on the tyres? (4) how will the driver react when shrouded in this new kind of bodywork? Here's how these things worked out for us:

Stability.—All people concerned with the Indianapolis streamliners said both cars were rock-steady on the straights. There was apparently no aerodynamic stability problem at all. Tracking was said to be as steady as on any conventional car, and there was no pronounced tendency to wander in a crosswind. The

Sumar job was bothered by excessive nose lift at speeds over 140 m.p.h. at first, but this was remedied merely by changing the "rake" or pitch of the chassis on the springs. I recall that Auto-Union experimented with fully streamlined bodies on the Rheims circuit in 1938, and abandoned the project when the cars proved unstable (one crashed). This was definitely not a factor at Indy.

Braking.—Drivers admitted that there was noticeably less deceleration with closed throttle on the streamlined cars, and that somewhat more use of the brakes was required when lapping at maximum speed. However, understand that brakes are not the make-or-break factor at Indianapolis that they are in road racing. Many drivers in conventional cars never touch their brakes when lapping as high as 140 m.p.h.! At normal race "cruising" speeds of 132-136 m.p.h. nobody uses brakes except in traffic emergencies—and then only for a second or two. We don't need to use disc brakes over here, having no fade problems; conventional shoe-brakes are preferred because the lighter unsprung weight helps cornering.

No Problem

So it is with the streamliners; they had to use the brakes a little more on their four qualifying laps (10 miles), but this is no problem at present race speeds. As a matter of fact, when you take into account the effect of engine friction when the throttle is closed on deceleration, you find that the total retarding force (with brakes off) of the streamlined car at 160 m.p.h. is only some 20 per cent less than on the conventional body with higher air drag. So braking doesn't appear to be a serious limitation on the use of streamlined bodies at Indy, at least for several years yet.

Tyre Wear.—This is a critical factor at Indianapolis. The four relatively sharp corners every lap, taken at speeds over 110 m.p.h., grind off rubber like so much toffee. I recall once seeing the front tyre cords showing through on the 2,600 lb supercharged Novi after only 10 miles of qualifying at 139 m.p.h.! This car is especially hard on tyres.

Just how important that cooling blast of air is on exposed tyres I can't say for

sure. The streamliner devotees claimed that tyre tread temperatures, measured after fast runs, were not appreciably higher. However, the evidence suggests considerably increased tyre wear. The Sumar car had the cowlings stripped off the wheels in the race, so wouldn't be a fair comparison; but the Belond, with the rear wheels shrouded, got only 95 miles out of the first set of tyres at an average speed below 130 m.p.h. (they were having engine bothers)—whereas the others were averaging 140 miles at speeds over 135. There may have been extenuating circumstances in the pits that I don't know about, but it certainly looks on the surface as if the added weight of the car and the shrouding of the rear tyres were combining to boost tyre wear considerably. We'll know more next year.

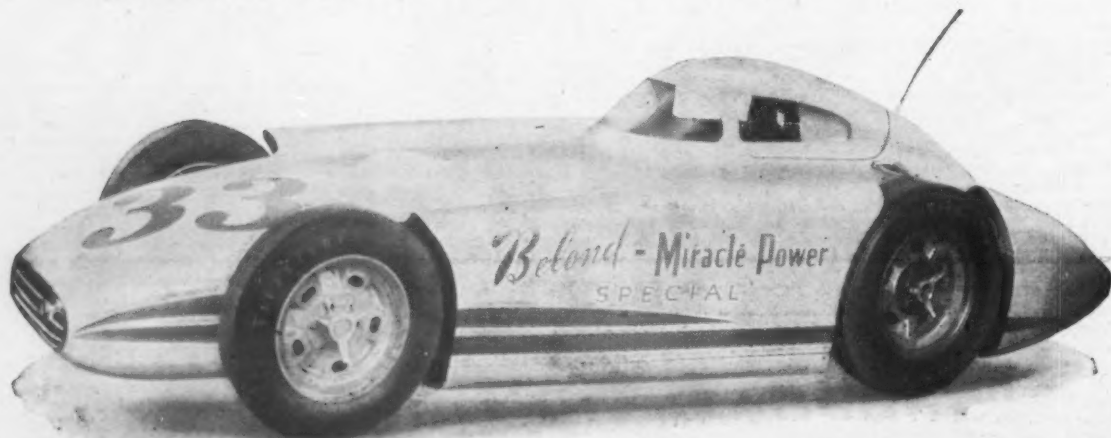
Driver Reaction.—I'm convinced this was the key behind the removal of the fenders from the Sumar streamliner. Only those who have driven racing cars can appreciate the full importance of being able to see the front wheels on a corner. You sight on them against the bonnet line to hold the proper "groove." With nothing but an expanse of smooth sheet-metal out in front of you, you lose the feel of your machine—can't detect its exact attitude at every instant. I imagine it would be something like trying to drive the old Auto-Union rear-engine cars, sitting up in the nose with most of the mass behind you. It's hard to get used to.

Another rather disconcerting aspect of driving an all-enveloping body is that you can't judge your speed so closely by the wind noise. I don't know how important this is in G.P. road racing, but it's a big factor on a speedway like Indianapolis. The wind noise and buffeting on the driver accelerating up the straight is a more reliable indicator of the proper shut-off point than landmarks.

All the Way

The Belond group foresaw all these driver difficulties and left the front wheels exposed, with the cowlings picking up just behind the tyre line. This helped, but I gather it was still no dream to drive. The Sumar boys, on the other hand, went all the way and covered the wheels right up (except the sides, for

Streamlining of the Belond Miracle Power Special. The cockpit canopy was intended only for qualifying trials





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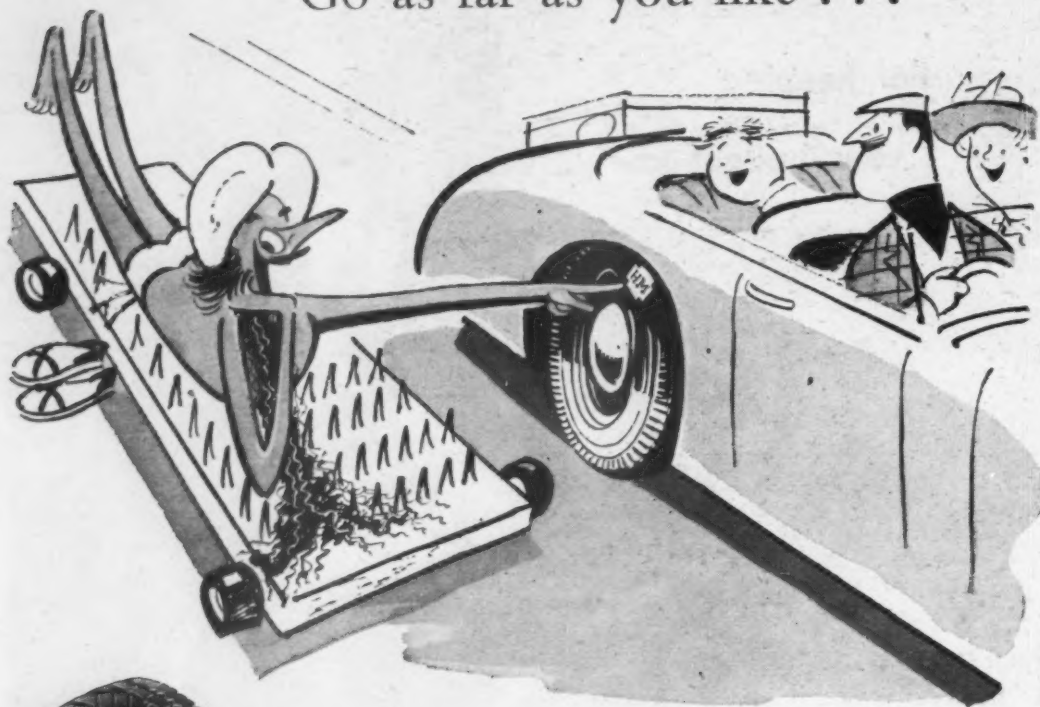
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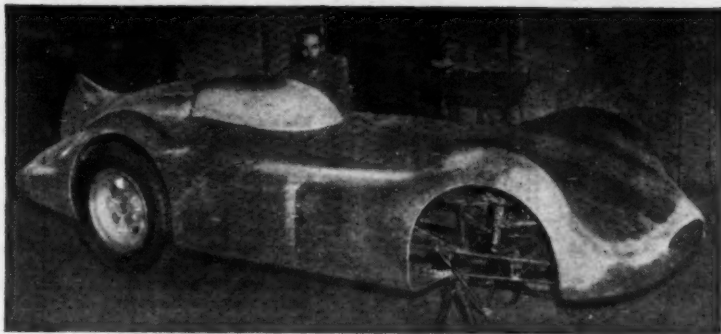


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The Kurtis streamlined shell is conventional nowadays to eyes conditioned by European racing

tyre changing). Driver Jimmy Daywalt wouldn't admit that he was really uneasy in the car, but this was the obvious conclusion on the basis of all evidence. His best lap speed, really pushing, was 136 m.p.h. with full body—and this jumped immediately to 139 when they stripped the wings! The head mechanic on the project gave other reasons for the removal of wings. He said that a combination of aerodynamic lift and engine torque reaction when the throttle was

punched coming out of the turns caused the left front wheel to lift dangerously. He felt that the trouble might have been solved if they had had time to experiment with side wheel coverings. I can't vouch for this reasoning, though it makes sense . . . but it's still my opinion that driver reaction was the main reason behind the "de-streamlining" of the Sumar Special.

Apart from any possible speed advantage, the only other important point in

favour of streamlining at Indy would be the reduced pounding on the driver over the 500-mile distance owing to less wind noise and buffeting. Both of these cars were beautifully ventilated, and the drivers say it's just like driving down the street in a Cadillac! With driver fatigue becoming an increasingly important factor in the Indy race, this point could loom larger as time goes on.

So what of the future of streamlined cars at Indianapolis? I can assure you that there are no long faces in either the Belond or Sumar camps today. Nobody expected anything of these strictly experimental cars on their first time out; they were delighted even to qualify. Furthermore—and this is important—both sponsors are thoroughly convinced that streamlined bodies are definitely the coming thing at Indy. They may be rushing things a little, but they're certain that they'll be in on the ground floor! You'll see these cars back again next year and I'm sure there will be more. The time may come when cars will be able to skim through the Indy turns at 140-plus m.p.h., and maybe get up to 190 on the straights. Under these conditions streamlining would be considerably more attractive. Tyre wear will continue to be the big headache, but who knows what new developments we'll see here? ROGER HUNTINGTON, A.S.A.E.

PIERRE LEVEGH: An Epilogue

THE 1952 race at Le Mans. Pierre Levegh, nephew of one of the pioneer race drivers of the turn of the century, had a 4½-litre Talbot-Lago, with which he had modest hopes despite the strong competition he knew he would have to meet from Mercedes. A semi-independent—for he had only an agent's attachment to Talbot—he was not altogether satisfied with his car. A new racing crankshaft had been produced, but it had been decided that the standard model would meet all requirements, and it was with the feeling that things might have been better for him that Levegh took the start.

Night had settled down on the circuit when Levegh's attentive ear suddenly detected abnormal engine vibration. He slackened speed, listened anxiously, then decided that one of the crankshaft bearings had gone. His diagnosis was correct. One of the bolts on the central crankshaft bearing had fractured and fallen into the sump, without causing any damage. It was 11 p.m., only seven of the twenty-four hours had elapsed, and there remained 17 hours of hard driving ahead of him.

In the darkness Pierre Levegh thought it out calmly. There was engine vibration, of that there could be no doubt. Further trouble might develop, and probably would develop. But he had the lead and the faint hope that the engine would hold out until the end of the twenty-fourth hour.

"If I stop," he told himself, "and turn the car over to my team-mate it will be known that my engine is crippled; the Mercedes team will speed up and the race will be lost. There is only one hope. I must drive to the end and keep my mouth shut." The time came to change drivers, but Levegh pushed his team-mate aside with the remark, "I am going on."

"Fool," was the general comment. "He thinks he can drive twenty-four

hours without help. He is just throwing the race away to the Germans."

But Levegh remained silent. On Sunday morning his rev counter ceased to operate, a fact which did not escape the attention of his mechanics when the car came into the pits for fuel and oil. But only Levegh was aware that engine vibration had increased and that in all probability the crankshaft had begun to fracture.

However, he was leading; his lead was substantial and with careful handling his car might hold out to the end. It was most essential that nobody outside should have the least suspicion of what was really happening.

By two o'clock on Sunday afternoon Levegh had such a lead that it appeared impossible for the Germans to catch him. He slowed down a little; he listened to the beat of his engine almost in agony. Would it go to the end? He doubted it, but hoped for the best. Most important of all, nobody outside should have an inkling of his trouble—his distress.

Three o'clock on Sunday afternoon. Only one hour to go. The Talbot had outrun all its rivals and had such a lead that it could afford to cruise around and still come in ahead. In the Press stand we had started our final reports, centred around the exploit of Pierre Levegh, leaving blanks for the total distance and the average speed.

Fifty minutes to go and the Talbot pulled into the pits; Levegh staggered out, fell into the arms of his wife and burst into tears. The crankshaft had broken, the car was a wreck and the man who had so tenderly nursed it nearly twice round the clock had broken down with emotion. Then the storm broke out. This Levegh, this silent, tight-lipped Frenchman sought to do something that no man had ever accomplished. He imagined that he of all men could drive at racing speeds for twenty-four consecu-



tive hours. He had no rev counter; he was unnecessarily racing his engine; he was worn out, exhausted by a superhuman effort dictated by his inherent pride. He had made a gift of the first prize to the German team.

Not a word passed his lips. The flood of criticism swept over him, leaving him apparently indifferent. The rules were changed to make it impossible for any man to attempt to drive throughout the twenty-four hours. Anthony Lago carried the broken bearing bolt, with the fracture clearly visible, in his pocket for a couple of years and presented it as the explanation of the failure of his car to win the race. But of the heroism of the driver, his stubborn determination, the agony he endured hour after hour, not a syllable was revealed. It is only now that he has gone—his final gesture before he passed into eternity being to raise his arm to warn his team-mate Fangio of the danger which lay immediately ahead—that the story of the silent hero can be told.

W. F. BRADLEY.

HOW THEY ALL FINISHED

FULL RESULTS OF THE LE MANS 24-HOUR RACE

CLASSIFICATION ON DISTANCE COVERED

8.38-mile lap			miles
1. Jaguar 3,442	J. M. Hawthorn and I. Bueb	107 m.p.h.	2,592.91
2. Aston Martin 2,922	P. J. Collins and P. Frère	105.4 m.p.h.	2,529.34
3. Jaguar 3,442	J. Claes and J. Swaters	103.2 m.p.h.	2,475.88
4. Porsche 1,498	Polensky and von Frankenberg		2,378.26
5. Porsche 1,498	Seidel and Gendebien		2,307.36
6. Porsche 1,498	Glockler and Jukan		2,285.07
7. Bristol 1,979	Wilson and Mayers		2,269.33
8. Bristol 1,979	Keen and Line		2,261.30
9. Bristol 1,979	Wisdom and Fairman		2,244.54
10. Frazer-Nash 1,977	Becquart and Stoop		2,177.32
11. Osca 1,491	Cabianca and Scorbati		2,141.88
12. M.G. 1,490	Miles and Lockett		2,082.78
13. Porsche 1,090	Duntov and Veuillet		2,051.52
14. Triumph 1,991	Dickson and Sanderson		2,026.51
15. Triumph 1,991	Richardson and Hadley		2,026.42
16. D.B. 745	Cornet and Mougins		1,973.47
17. M.G. 1,490	Lund and Waeffler		1,960.03
18. Porsche 1,498	Olivier and Jeser		1,959.45
19. Triumph 1,991	Brooke and Morris-Goodall		1,791.98
20. D.B. 745	Héry and Trouis		1,748.20
21. Cooper 1,097	Wadsworth and Brown		1,732.35

CLASSIFICATION ON HANDICAP

	Index of performance
1. Porsche 1,498	Polensky and von Frankenberg 1.241
2. Jaguar 3,442	Hawthorn and Bueb 1.232
3. Aston Martin 2,922	Collins and Frère 1.228
4. Porsche 1,498	Seidel and Gendebien 1.204
5. Porsche 1,498	Glockler and Jukan 1.193
6. Jaguar 3,442	Claes and Swaters 1.188
7. D.B. 745	Cornet and Mougins 1.179

8. Bristol 1,979	Keen and Line	1.139
9. Bristol 1,979	Wisdom and Fairman	1.131
10. Porsche 1,090	Duntov and Veuillet	1.128
11. Osca 1,491	Cabianca and Scorbati	1.119
12. Frazer-Nash 1,977	Becquart and Stoop	1.097
13. M.G. 1,490	Miles and Lockett	1.088
14. D.B. 745	Héry and Trouis	1.044
15. M.G. 1,490	Lund and Waeffler	1.024
16. Porsche 1,498	Olivier and Jeser	1.023
17. Tie Triumph 1,991	Dickson and Sanderson	1.020
and Triumph 1,991	Richardson and Hadley	1.020
19. Bristol 1,979*	Wilson and Mayers	1.000

Not Classified: Cooper 1,097 (Wadsworth and Brown), 0.951; Triumph 1,991 (Brooke and Morris-Goodall), 0.902.

* Failed to maintain required average speed over the distance covered in excess of the minimum distance requirement.

Class Results

3,001 to 8,000 c.c.: 1, Jaguar 3,442 (Hawthorn and Bueb); 2, Jaguar 3,442 (Claes and Swaters). 2,001 to 3,000: 1, Aston Martin 2,922 (Collins and Frère). 1,501 to 2,000: 1, Bristol 1,979 (Wilson and Mayers); 2, Bristol 1,979 (Keen and Line); 3, Bristol 1,979 (Wisdom and Fairman). 1,101 to 1,500: 1, Porsche 1,498 (Polensky and von Frankenberg); 2, Porsche 1,498 (Seidel and Gendebien); 3, Porsche 1,498 (Glockler and Jukan). 751 to 1,100: 1, Porsche 1,090 (Duntov and Veuillet); 2, Cooper 1,097 (Wadsworth and Brown). 501 to 750: 1, D.B. 745 (Cornet and Mougins); 2, D.B. 745 (Héry and Trouis).

Fastest Lap (record): Jaguar (Hawthorn), 4 min 6.6 sec, 122.387 m.p.h.

Biennial Cup, 1954-1955

1. Porsche 1,498	Polensky and von Frankenberg	1.241
2. Porsche 1,498	Glockler and Jukan	1.193
3. Bristol 1,979	Keen and Line	1.139
4. Bristol 1,979	Wisdom and Fairman	1.131
5. Bristol 1,979	Wilson and Mayers	1.000

Brands Hatch: Colin Davis Dominates 500s

NEW 1,200 c.c. RECORD BY BRANDON IN THE HALSEYLEC

A POSTPONED start gave a dry track for most of the racing at the British Racing and Sports C.C.'s meeting at Brands Hatch on June 12, but heavy rain swept like a curtain across the circuit during the finals. On the soaked track, Colin Davis won the main 500 c.c. final in a drive that was steady, stylish and very fast, with a substantial lead over Don Parker (who had crashed in practice and worked overnight repairing his car), and other top class drivers of the class. Davis anticipated and humoured everything that the little car wanted to mis-do. In the earlier heat, he had had another fine drive; he stalled on the starting line, and was last in a large field, but fought his way up to third place and qualification for the final.

In heat 1 A. V. Cowley, R. J. Barrett (Cooper-Nortons), and J. Brown, with the new lightweight Ray Martin car, ran and finished in that order. The Martin car had a lot of acceleration and the second heat emphasized the importance of this quality at Brands, with its short straights and quite steep gradients. From the top of the new and uncompleted grandstand, from which the whole track save 100 yards is visible, the sight of an entry so evenly spaced out round the entire circuit in a short race was remarkable!

The "consolation" final was a process-

sion for the first three cars, with the field quite a way behind, for in this race the rain arrived and prevented too much enterprise. The final for those who ran fifth to tenth in the heats was enlivened by a little football, played on the touch-line by N. Veronique with his crash helmet when, immediately after stealing the lead from Dr. Marks, his Martin-Norton failed.

Sports Cars

The 1,200 c.c. sports car race should have been dominated by the Coventry-Climax-engined cars, and one did win—the little Halseylec, with its four independently sprung corners, Cooper-style, and pretty faired body. It was swept round in great style by Eric Brandon. H. P. Deschamps, with a similarly engined Lotus, lay a good second; but attacking behind was one of those theoretically impossible Elva Fords, noteworthy in which are the L.R.G. modifications, overhead inlet valve conversion and four Amal carburetors. This class is developing very well, with good entries.

Brandon repeated his success by entering the same car and winning the 1,500 c.c. event, breaking his own class's lap record with 68.05 m.p.h. in the process. (Ivor Bueb, Cooper-Climax, was the pre-

vious holder). In this race were various M.G.-engined cars, and the ex-Colin Chapman Lotus. The last-named, driven well by A. J. Nurse, seemed to be attacked by a hopping, snaking tendency on the bends. The Elva of Low did even better in this larger-car class, running second.

The Triumph TR2 and Austin-Healey event was not well supported. The former cars seemed better suited to the winding circuit.

RESULTS

Formula 3 heats.—Heat 1: 1. Cooper-Norton (A. J. Cowley), 67.53 m.p.h.; 2. Cooper-Norton (R. J. Barrett); 3. Martin-Norton (J. Brown), 10 laps. Heat 2: 1. Cooper-Norton (R. K. Tyrrell), 68.1 m.p.h.; 2. Cooper-Norton (D. W. Heath); 3. Cooper-Norton (S. Bloor), 10 laps. Heat 3: 1. Kieft-Norton (D. Parker), 69.28 m.p.h.; 2. Revie-Norton (R. G. Bicknell); 3. Cooper-Norton (G. C. H. Davis), 10 laps. Formula 3, J.A.P. engines only: 1. Cooper (G. M. Lund), 67.82 m.p.h.; 2. Cooper (H. C. Taylor); 3. Staride (-Manning), 10 laps.

Formula 3 finals.—First five from each heat: 1. Cooper-Norton (G. C. H. Davis), 62.07 m.p.h.; 2. Kieft-Norton (D. Parker); 3. Cooper-Norton (A. V. Cowley), 15 laps. Next five in each heat: 1. Cooper-Norton (S. Marks), 67.97 m.p.h.; 2. Kieft-Norton (G. M. Jones); 3. Cooper-Norton (J. Higham), 15 laps. "Consolation" final (all the others): 1. Cooper-J.A.P. (H. C. Taylor), 59.14 m.p.h.; 2. Staride (-Manning); 3. Kieft-Norton (G. A. Henrotte), 15 laps.

Sports cars up to 1,200 c.c.: 1. Halseylec-Coventry Climax (E. Brandon), 64.54 m.p.h.; 2. Lotus-Coventry Climax (H. P. Deschamps); 3. Elva-L.R.G. Ford (R. Low), 12 laps. Sports cars up to 1,500 c.c.: 1. Halseylec (E. Brandon), 66.6 m.p.h.; 2. Elva (R. Low); 3. Lotus-M.G. (A. J. Nurse). Triumph TR2 and Austin-Healey race: 1. Triumph TR2 (G. D. Morton), 61.0 m.p.h.; 2. Triumph TR2 (M. North); 3. Triumph TR2 (G. Maude), 10 laps.

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Success at Silverstone on new BP Super

In the Production Touring Car Race at the Daily Express Trophy meeting at Silverstone, Ken Wharton, using new BP Super in his Ford Zephyr, was placed first in the 2001 to 3000 c.c. class. Wharton's brilliant driving round the 25 laps of this 75 miles race showed what lively performance you can get from a car running on a super motor spirit. Because it is platinum-processed, new BP Super gives all cars more energy per gallon and greater freedom from engine-knock.

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THE SPORT

AIR BRAKING

THE LE MANS POSITION

TOURIST TROPHY

SO the air brake, which Mercedes tried on a 300SL saloon practice car at Le Mans three years ago, was used in last weekend's event; and there was strong opinion in some quarters that this was carrying things too far... that it was not in keeping with sports car racing. The trouble, in fact, goes much farther back than the introduction of the brake, which is but a ramification of the present Le Mans position. So long as there is no restriction whatever on the speeds which may be reached by the fastest cars, I can see no reason to raise eyebrows at the methods used to slow them.

There is no doubt that the brake itself is a success. It consists of a 20-inch high flap, running the whole width of the car behind the cockpit and hinged along its after edge. Hydraulic rams, operated by a lever placed above the gear change, do the rest, aircraft fashion. Incidentally, an automatic retraction device was tried during practice, which operated when the downward change into second gear was made. (A technical appraisal of this and other design features of the Le Mans cars will be published in next week's issue.) The drivers of the cars could not have spoken more highly of the device and of its possibilities. Efficiency is such that Moss, who had once during practice forgotten to lower the flap, tried to accelerate away from Mulsanne corner and found the car so dead that he thought "Good heavens, I've blown it up this time."

Sudden hard braking from high speeds is liable to crack the Mercedes brake drums so the flap is used in conjunction with very light initial braking—just sufficient pressure to bring the linings into contact with the drums and warm them up; subsequently the brakes can be applied hard. At the end of the flat-out Mulsanne straight the Ferrari brake lights were going on at around the 500-metre marker post and the Jaguars' a little later. Moss' lights were not starting even to flicker with the beginning of the warming-up process, until the 300-metre post, full braking coming still later. Incidentally, Le Mans is not particularly hard on brakes as circuits go, having long straights following the corners, which allow things to cool down. The



Unfamiliar and uncanny, at first sight, the effective Mercedes-Benz air brake aroused considerable controversy during the practice days before the Le Mans race

effect of using the drag flap is as though an enormous hand were pulling the car back on strong elastic and the rev counter needle swings quickly round the dial. The only other sensation is a buffeting of warm air as it is drawn backwards out of the cockpit.

Whether or not Mercedes intend to produce cars with such brakes, or whether they will become popular wear among the faster road cars, remains to be seen. The fact is that they *could*, and there seems no reason why they should not. If aircraft experience may be called upon, I would estimate that a well-designed air brake would be reasonably effective down to speeds as low as 60 m.p.h. and very effective at 90 m.p.h. and over. For such cars as the 300SL Mercedes-Benz their use might be justified; on wet or icy roads they would have a distinct advantage, being completely independent of tyre adhesion. The saving in tyre and brake-lining wear for the more leisurely reductions from high speeds would be considerable.

IT is the present nature of the Le Mans race that has bred the air brake—Le Mans has always been a proving ground for features and developments subsequently incorporated in everyday production sports cars. In this role there is no reason to think that the race is failing to serve a useful purpose, but the regulations are such that it now breeds, in addition, a type of car of very little use except at Le Mans.

The regulations concerning prototypes are largely responsible for this state of affairs. Prototypes may be entered provided the manufacturer intends subsequently to produce a certain number of similar cars for public consumption. He may, however, decide that the car was not a success and that he will not produce any more such cars. The result is found in such vehicles as the little twin-boom Nardi, the like of which (the Tarf) was used by Taruffi to take records and was looked upon in much the same light as John Cobb's Napier



Under the present Le Mans regulations the little twin-boom Nardi qualifies, as a prototype, for the race. Unfortunately its potentialities were never really shown as it crashed and retired early in the event. Damonte, bearded owner of the car, is seen at the wheel

THE SPORT . . .

Railton. The acceptance of freaks or of so-called prototypes which, however, are obviously not going to see production should be discontinued. At the moment central seaters are allowed, and, incidentally, there would be nothing to prevent somebody buying a formula 1 Connaught, cutting a hole on one or other or both sides of the cockpit to accommodate pigmy passengers, and entering it as a sports car.

In the interests of safety it is also time that regulations were introduced, the result of which would be to provide for the difference between the speeds of the fastest and the slowest cars.

In last weekend's event the race average of the slower cars was little more than 70 m.p.h.; that of the fastest was 107 m.p.h. It is wearing enough to attempt to average over 100 for 24 hours without the added hazard of having to contend with cars travelling at about half one's own top speed. The race, at the moment, is developing into a sort of free-for-all.

TIME was when Le Mans entries set a standard for the majority of sports cars then built. Apart from the many very fine complete cars that were developed and produced for sale as the direct result of Le Mans successes, a mass of highly "unsporting" machinery sprouted, for example, dummy knock-off hub caps, radiator and head lamp stone guards, straps round the bonnet and so on, with no more justification for doing so than that they had been worn by the winners of the race. Le Mans had set the pace for everyday sports cars.

NOBODY wants to think up a lot of dreary restrictions, hard to apply and impossible to interpret amicably, but it would be desirable to increase (or restore) the general usefulness of Le Mans to ordinary drivers, and put an end, for example, to the fabulously expensive engines that are available, theoretically, to a few wealthy buyers.

To a great many people Le Mans, with its wealth of tradition and colour, is the greatest event of them all. It would be more than a pity if it were allowed to commit suicide by getting out of hand. It may even have done so already, so far as its present form is concerned.

IF confirmation is required that the official viewpoint is largely in accord with widely held opinions—some of which have been recorded above—it is provided by the list of suggestions to be put forward by French motor racing officials. Received by wire from France as we go to press (and quoted literally) they read:

1. A ban on races involving both high-powered and low-powered cars. Experts recalled that the Le Mans competitors drove cars whose cylinder capacity ranged from under 750 c.c. to over four litres, making a difference in maximum speed of up to 62 m.p.h.
2. A reduction in the number of cars starting in major international races.
3. The complete separation of the refuelling and maintenance pits from the track. The pits would be placed on a separate track leading off the main one, and an official would control the cars entering and leaving.
4. Race tracks should be widened.
5. The minimum distance separating

spectators from the track should be increased. All spectators should be on a higher level than the track.

6. Strict track tests of all cars entered for races, and stringent medical tests of drivers, including a check of eyesight and reflexes.

THROUGHOUT the years, the Tourist Trophy, which will be held this year on September 17, has been run on a handicap basis, giving an equal chance to every car, irrespective of engine size. This has resulted in the main prize, the Tourist Trophy, being awarded to cars which were not, in fact, the fastest in the race—a point which has been criticized in recent years. Additionally, as the T.T. is the British "counting" event for the Sports Car World Championship, greater emphasis is attached to the car covering the greatest distance during the race, as it is upon performances in this category that the world championship points are awarded.

To meet the changed conditions, therefore, the Ulster A.C., to whom the R.A.C. has delegated the running of the race, has revised the regulations and, for the first time in the history of the T.T., the premier award will go to the fastest car to complete the full distance of 84 laps (622 miles, 1,648 yards). Under the new regulations it will not be possible for a driver, knowing that his car may not be able to complete the full distance, to stop short of the finishing line and wait for a lengthy period until the actual winner crosses the line, then push his car across to qualify as a finisher. This has happened in the last two T.T. races, but the new regulations demand that, to qualify as a finisher, the car must cross the line not more than ten minutes after the end of the race, must have completed at least 67 laps of the course, and that the last completed lap must not have taken more than 15 minutes.

This year's race marks the Golden Jubilee of the T.T., which was first held on September 14, 1905. It was instituted as successor to the historic Gordon Bennett races, in keeping with the intention of the R.A.C. to run events which would encourage the development of roadworthy cars, as opposed to out-and-out racing cars.

Regulations are now available from the Ulster Automobile Club, Ltd., Donegall Chambers, Donegall Place, Northern Ireland.

IN spite of reports to the contrary, Dick Jacobs, whose M.G. overturned at Le Mans last Saturday, is recovering well from the injuries he received. At the time of going to press it was stated by the hospital at Le Mans that he is one hundred per cent better and will, in time, make a complete recovery. This is good news indeed.

PETER GARNIER.

COMING SHORTLY

- JUNE 14-18.—Midnight Sun Rally, Sweden.
 17-18.—Maidstone and Mid-Kent M.C. Hastings Rally, Brands Hatch, near Fawkham, Kent, 8 p.m.
 17-19.—Austrian Alpine Rally.
 18.—B.A.R.C. Members' meeting, Goodwood, near Chichester, Sussex, 2 p.m.
 18.—Vintage S.C.C. Race meeting, Oulton Park, near Tarporley, Cheshire, 12.15 p.m.
 18.—Bentley D.C. *Concours d'élégance*, Kensington Gardens, London, 12 noon.
 18.—Incorporated Auctioneers' C.C. Competitive run, 34, Queens Gate, London, S.W.7, 7 p.m.
 18-19.—Hants and Berks M.C. Mobilgas Economy Run, Great Western Motors, Shepherds Hill, Reading, Berkshire, 4 p.m.
 18-19.—Furness and District M.C. Festival Rally, starting from Barrow, Kendal and Garstang, 7.40 p.m.
 18-19.—Riley M.C. Night navigational rally, starting from Abingdon, Berkshire, and Castelnau, London, S.W.13, 11 p.m.
 18-19.—Warrington and District M.C. June night rally, Tall Trees Garage, Lower Whitley, Cheshire, 11 p.m.
 19.—Dutch G.P. Zandvoort.
 19.—Picardy race meeting, France.
 19.—Imola G.P., Italy.
 19.—Midland A.C. Hill climb, Shelsley Walsh, near Worcester, 1 p.m.
 19.—Southsea M.C. Cannon Cup Rally, Portsdown Hill, Cosham, Hampshire, 10.45 a.m.

- 19.—Sporting O.D.C. Speed trial, Brands Hatch, near Fawkham, Kent, 12.30 p.m.
 19.—Falcon M.C. Midsummer Trial, Chalet Café, Welwyn, Hertfordshire, 10.30 a.m.
 19.—Alvis O.C. (Southern Section). *Concours d'élégance*, Cadyn's Field, Beach Road, Littlehampton, Sussex, 2 p.m.
 19.—Wolsley Hornet S.C. Tour de Hants, Blue Star Garage, Basingstoke By-pass, Hampshire, 10.30 a.m.
 19.—Forces M.C. Home Counties Rally.
 23-26.—Wiesbaden Rally, Germany.
 24-25.—Plymouth M.C. Presidential Trophy Rally, starting from Bristol, Birmingham, Salisbury, Ilfracombe, Newquay, Virginia Water and Plymouth.
 24-26.—Alsace-Lorraine Rally, France.
 25.—Eastern Counties M.C. Race meeting, Snetterton, near Thetford, Norfolk, 2 p.m.
 25.—Midlands M.E.C. Race meeting, Silverstone, Northamptonshire.
 25.—Chester M.C. Sprint trial, Summers Drive, Queensferry, Flint, 2 p.m.
 25.—Bristol M.C. and L.C.C. Mendip *Petit Prix de Tourisme*, Castle Combe, near Chippenham, Wiltshire, 2.30 p.m.
 25.—Leeds University Union M.C. Veteran and Vintage *concours d'élégance*, Woodhouse Moor, Leeds, 12 noon.
 26.—Portuguese G.P., Oporto.
 26.—Rouen G.P., France.
 26.—Brescia formula 3 race, France.
 26.—Lancia M.C. Lancia Challenge Trophy Meeting, Thruxton Aerodrome, near Andover, Hampshire.
 26.—Melton Mowbray C.C. Signpost Rally, Wing Garage, Melton Mowbray, Leicestershire, 3 p.m.

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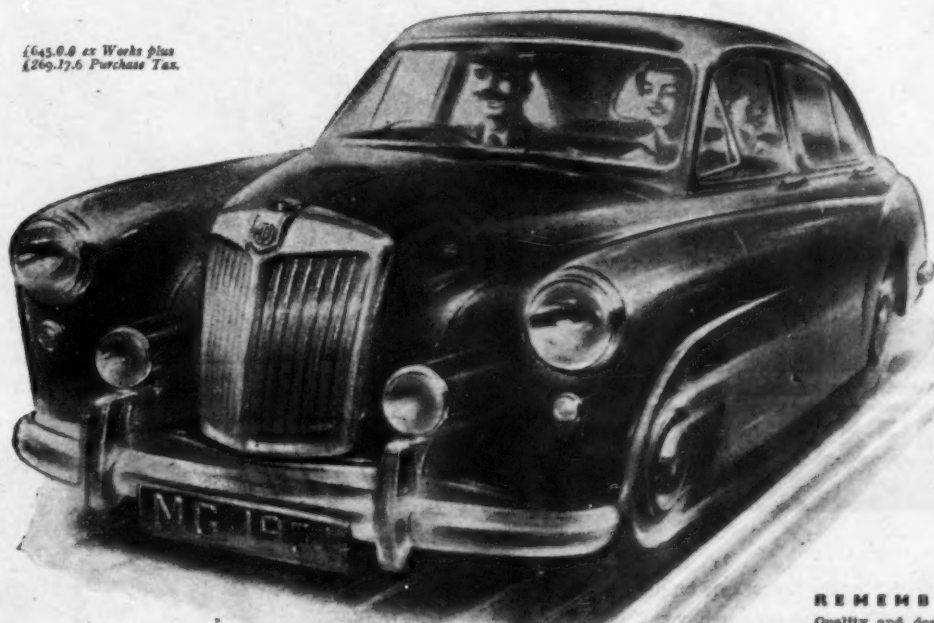
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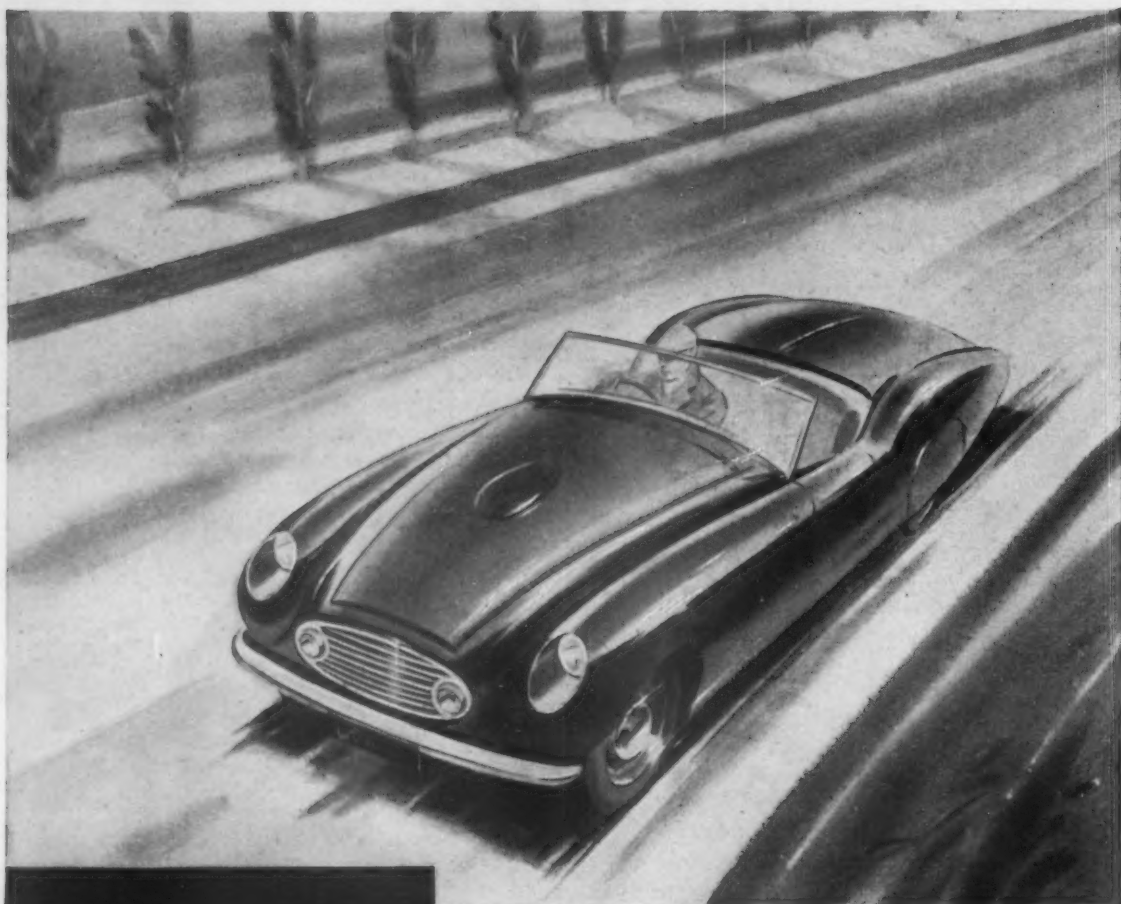
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GOOD SPORT IN CO. DOWN

THE 500 Motor Racing Club of Ireland had a 500 c.c. handicap, a 1,172 c.c. Ford scratch event, a Triumph TR2 and Austin-Healey open sports scratch race (which, unfortunately, lacked Austin-Healeys) and a handicap of two heats and final, over the one mile 928 yards Kirkistown airfield course, Co. Down, on Saturday. John B. Johnstone, the Belfast driver, had a good afternoon, winning the TR2 event and the general handicap. J. L. McGladdery took the 500 c.c. handicap in one of the McCandless machines.

Most lively race of the day was the 500 c.c. handicap. The two McCandless cars, driven by Rex McCandless and McGladdery, were on the scratch mark and "came through" with three of the 10 laps to go, to provide very close running. An exciting dash for the line ended with McGladdery winning by a fifth of a second.

The Le Mans start was adopted in the Triumph 20-lap race, Johnstone leading from the start. Behind him a fairly lively tussle went on between A. G. Lambe, W. R. McMillan and W. Leeper for second place. At half distance McMillan took over second position from Lambe, and the Leeper challenge faded out.

The potent-looking, low-built Morton Ford of W. H. Morton looked like winning the 1,172 Ford scratch event, for Morton was seven seconds ahead with only three laps of the 10 to go, but misfiring set him back, and W. A. Clapham won.

The handicap event went to Johnstone, who earlier had won his heat with a one-



A feature of the meeting was the confident, steady driving of J. B. Johnstone, in the Triumph. Here he is leading A. G. Lambe's TR2 round the hairpin

lap handicap. Johnstone moved to the front on the seventh lap.

PROVISIONAL RESULTS

Formula 3 handicap (10 laps): 1. McCandless (J. L. McGladdery) scratch, 13 min 58.8 sec, 70.78 m.p.h.; 2. McCandless (R. McCandless) scratch, 15 min 27 sec, 70.78 m.p.h.; 3. Kieft (J. L. Kieft) handicap 1 lap, 34 min 8 sec, 68.60 m.p.h. Fastest lap: R. McCandless, 1 min 16.4 sec, 72.54 m.p.h.

Triumph TR2 scratch (20 laps): 1. J. B. Johnstone, 28 min 12 sec, 64.99 m.p.h.; 2. W. R. McMillan, 28 min 16 sec, 64.90 m.p.h.; 3. A. G. Lambe, 28 min 25 sec, 64.49 m.p.h. Fastest lap: W. R. McMillan, 1 min 28.6 sec, 67.05 m.p.h.

Ford 1,172 scratch (10 laps): 1. W. A. Clapham, 15 min 13.4 sec, 60.20 m.p.h.; 2. W. Pearson, 15

min 15 sec, 60.09 m.p.h.; 3. W. H. Morton, 15 min 25.4 sec, 58.61 m.p.h. Fastest lap: W. H. Morton, 1 min 28 sec, 62.48 m.p.h.

Open handicaps: Heat 1 (10 laps): 1. Triumph 1,991 (J. B. Johnstone), handicap 1 lap, 13 min 36 sec, 65.68 m.p.h.; 2. Triumph 1,991 (W. Leeper) 1 lap, 15 min 56 sec, 63.77 m.p.h.; 3. Cooper-J.A.P. 998 (R. H. Graham) 10 sec, 13 min 57 sec, 65.68 m.p.h. Heat 2 (10 laps): 1. Triumph 1,991 (A. G. Lambe) 1 lap, 15 min 45 sec, 64.68 m.p.h.; 2. Triumph 1,991 (W. R. McMillan), 1 lap, 13 min 46 sec, 64.60 m.p.h.; 3. M.G. 1,250 (E. Allen) 1 lap 30 sec, 14 min 10 sec, 60.34 m.p.h. Final (10 laps): 1. J. B. Johnstone, 13 min 54 sec, 65.63 m.p.h.; 2. W. R. McMillan, 13 min 56 sec, 65.28 m.p.h.; 3. Mowat 1,250 (S. Durbidge) 10 sec, 13 min 45 sec, 70.94 m.p.h. Fastest lap: S. Durbidge and J. L. McGladdery (McCandless), 1 min 16 sec, 72.54 m.p.h.

CLUB NEWS

Brighton and Hove M.C.—The Brighton Rally on Saturday, June 25, will start from London and Brighton at 6.30 a.m. The road section will be 60 miles in length and will include a regularity test on the Goodwood circuit and a hill test. In the afternoon six driving tests will take place on the sea front at Brighton. The event is open to members of the B.A.R.C., Circle C.C., Hants and Berks M.C., London M.C., Mid-Surrey A.C., Thames Estuary A.C., West Essex C.C. and the promoting club. Intending competitors are reminded that entries, which should be sent to the B. and H. M.C., 296-298, Madeira Drive Arches, Brighton, close tomorrow, June 18.

On the day following the rally, Sunday, June 26, a *concours d'élégance* will be held at Madeira Drive, Brighton. Any car owner may enter, and there will be classes for Veteran and Edwardian cars, Vintage cars, pre-1940 cars, and post-1945 open and closed cars in various price ranges. Entries should be made on the official form and sent to the organizing committee, 296-298, Madeira Drive Arches, Brighton, by June 20. The entry fee is £1 5s per car, but late entries at £1 15s per car will be accepted up to noon on the day of the event.

North Midland M.C.—As part of the Workshop College's diamond jubilee celebrations, a driving test meeting was run by the club in the college grounds on Whit Monday. K. A. Scales' Ford Anglia won the award for the best saloon car; the best open car was D. Tranfield's Triumph TR2 and the best special N. H. Coates' N.H.C.

B.A.R.C.—The winner of the North Devon Rally, organized by the South-western Centre on May 21-22, was P. Wadhams, who drove a Triumph TR2. Class awards went to T. Sprake (Renault 750), J. Greenwood

(Triumph TR2) and J. Douglas (Sunbeam-Talbot).

The North-western Centre's Coronation Trophy Trial on May 15 was won by H. Whitehead and N. P. Dingley driving a Triumph TR2. K. James and F. Hall, also driving a TR2, gained the class award for open cars, and H. M. Synge and F. H. P. Cawson, in a Morris Oxford, took the closed car award.

Bentley D.C.—Because of the railway strike, it has been decided to cancel the annual competition between the club and the Metropolitan Police Motor Driving School, which was to have been held at Hendon on June 19.

Snetterton M.R.C.—At the Whitson Sprint, held at Snetterton, Norfolk, on May 29, each of the competitors had three timed runs over the course of just under one mile. W. T. Smith, driving an ex-Ecurie Ecosse G-type Jaguar, made fastest time of the day in 45.2 sec. R. Playford's fixed-head Jaguar XK120 was the fastest saloon car, and the ladies' award went to Mrs. D. R. Burrell (Triumph TR2), whose time was 55.2 sec. In the 1,501 to 2,000 c.c. sports car class, D. R. Burrell and D. Good, both driving Triumph TR2s, tied for first place with a time of 54.4 sec. The two competitors made a fourth run, on which Burrell's time was the faster by 0.6 sec, thus giving him the class award. The fastest cars in each class were:

Saloon cars up to 1,999 c.c.: Fiat (G. D. Horsfall), 1 min 0.8 sec; 1,501 to 2,000: Ford Consul (D. J. Morley), 1 min 1.8 sec; Unlimited: Jaguar XK120 (R. Playford), 53.2 sec. **Sports cars up to 1,999 c.c.:** Lotus (K. Laverton), 56.4 sec; 1,501 to 1,999: Fraser-Nash (A. Archdale), 58.8 sec; 1,501 to 2,000: Triumph TR2 (D. R. Burrell), 54.2 sec; Unlimited: Jaguar XK120C (W. T. Smith), 45.2 sec. **Racing cars:** Aston Martin-O.N. (J. Nowell), 55.6 sec.

Royal Scottish A.C.—A Veteran car rally is to be held on Saturday, July 9, starting at 10 a.m. from Blythswood Square, Glasgow. The rally is open to cars manufactured before December 31, 1914, and the route will be through Kirkintilloch, Kilsyth, Longcroft,

Larbert, Kincardine-on-Forth, Clackmannan, Alloa and Caenwayhead to the finish at Stirling. Entries should be sent by July 4 to the secretary of the R.S.A.C., Blythswood Square, Glasgow, C.2.

Sunbeam Register.—The Talbot Rally took place at Seaford in Sussex on Whit Sunday in perfect weather. After a picnic lunch on the South Downs, members drove to an enclosure by the Martello Tower where the *concours d'élégance* was judged; the awards were:

Talbot, models up to 751: 1. 1934 65 (H. A. Ward), 83 marks gained; 2. 1934 75 (K. O. Langley), 51. **Talbot, models up to 1191:** 1. 1937 105 (T. J. Macdonald), 96; 2. 1937 110 (A. H. Pettiman), 94. **Sunbeam or Darrang:** 1933 Sunbeam Speed 30 (I. MacInnes), 95. **Oldest Talbot prize:** 1924 10-25 (C. E. Burney). **Quiz-car competition prize:** 1925 10-25 (C. C. Barker).

The next event, the Wolverhampton Weekend on July 2-3, will include a treasure hunt, a *concours d'élégance* and a buffet supper at which members will have the opportunity of meeting some former employees of the old Sunbeam company. The honorary registrar—Mrs. W. Boddy, Carmel, Wood Lane, Fleet, Hampshire—would like to hear from anyone who has an unusual Sunbeam to parade on this occasion.

A.C. Owners' Club.—Held at Rushmoor, in Hampshire, on Sunday, May 22, the closed-to-club sprint meeting attracted 44 runners. Fastest time of the day over the quarter-mile course was by W. D. Hurlock, driving an A.C. Ace, in 17.42 seconds. The winner on handicap was A. J. D. Brown (Grenfell), and the ladies' award, which was based on handicap, went to Mrs. P. Martin (1951 A.C. saloon). The class results were:

Class A (pre-1946 A.C.): 1. 1938 Competition two-seater (D. H. Thornton), 21.68; 2. 1936 Sports tourer (L. D. Inwood), 22.38. **Class A (Vintage A.C.):** 1. 1931 Sports two-seater (J. A. McCusker), 26.28; 2. 1931 Sports (J. A. McCusker), 26.28. **Class B (1946-1955 A.C. saloons):** 1. 1952 saloon (R. E. Innocenti), 22.52; 2. 1948 saloon (E. W. Palmer), 23.25. **Class B (A.C. Ace):** 1. W. D. Hurlock, 17.42; 2. R. G. Henderson, 18.10. **Class C (other makes up to 1,600 c.c.):** 1. M.O. TP (M. J. Webb), 19.14; 2. H.R.O. (J. R. J. Tatum), 20.50. **Class D (other makes over 1,600 c.c.):** 1. 1954 (A. J. D. Brown), 18.03; 2. Jaguar Mark VII (W. M. B. Smith), 18.94.

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IN BRIEF

Mr. L. K. Brindley, M.B.E., has been elected deputy chairman of the boards of the Mond Nickel Co., Ltd., and Henry Wiggin and Co., Ltd. Mr. G. Archer, C.M.G., has been elected managing director of the Mond Nickel Co.

Reductions of up to ten per cent have been made in the list prices of most vehicle bulbs. The firms which have reduced their prices are members of the Electric Lamp Manufacturers' Association.

Mr. Roy C. Ingersoll, president of the American Borg-Warner Corporation, has become president and chairman of the board. The chairmanship had been vacant since the death in July, 1954, of Mr. C. S. Davis.

The Pantiles Service Garage, London Road, Guildford, Surrey, have been appointed distributors for Peugeot cars for Surrey and East Hampshire. Immediate delivery is available of 203 saloons and estate cars.

Following the recent extension of the plant of Colloidal Graphite, Ltd., 6 and 7, St. Dunstan's Lane, London, E.C.3, Mr. R. W. Burchardt, technical manager, has been appointed a director.

New premises of J. E. Coulter, Ltd., Ford main dealers, in the centre of Belfast, were opened recently by Mr. J. M. A. Smith, assistant managing director of the Ford Motor Co., Ltd., of Dagenham.

Mr. L. H. Haines has been appointed chairman and managing director of Overseas Cars, Ltd., 227, Brompton Road, Knightsbridge, London, S.W.3. The firm specialize in the sales and service of Jaguar cars, for which they are official agents.

A new depot is being opened at 119, Uxbridge Road, London, W.12 by Advance Motor Supplies, Ltd. The depot is for the supply to the trade of components, which include Sheepbridge Stokes liners, BHB pistons and gudgeon pins.

In celebration of the success of Triumph cars in the Circuit of Ireland Trial, held from April 8-12, the Clarence Engineering Co., Ltd., gave a dinner recently in the Midland Hotel, Belfast. They are distributors of Standard and Triumph cars in Northern Ireland.

The attractions of routes in the northern part of France, from the Belgian frontier to Paris—and including the Channel ports—are described in the second *Itineraries in France* booklet just issued. It is available free from the French Government Tourist Office, 179, Piccadilly, London, W.1.

Mr. C. B. Wells has been appointed general manager of the Paragon (Hull) Motor Co., Ltd., of Hull, Bridlington, Goole, Scunthorpe and Wetherby. He has been with the Kenning Group for nine years. Mr. G. R. W. Lee, who joined the organization on leaving the Services in 1952, has been appointed manager of the car contracts department, and group transport officer in succession to Mr. Wells.



A new platinum pointed 10mm sparking plug produced by K.L.G. is now fitted as original equipment on current Bristol cars, and owners of Bristol cars previously using PTENL 80 plugs which have suffered from oiling are recommended to adopt the new plug, known as PTENL 70. Retail price of the plug is 15s.

A donation of £50 has been made by the Dunlop Rubber Co., Ltd., to the Royal Empire Society.

Mr. A. W. Groundsell, sales manager of Philip Rickards, Ltd., of 4, Brick Street, Park Lane, London, W.1, has been appointed a director.

Mr. W. B. G. Leith and Colonel R. J. Hoare, C.B.E., have been appointed directors of F. English, Ltd., Ford main dealers for Bournemouth.

Commander H. G. W. Keller has rejoined Paddon Brothers, Ltd., 60, Cheval Place, South Kensington, London, S.W.7. He was with the company for many years before the war.

Mr. R. H. Veysey, previously publicity manager of the car division of Rolls-Royce, Ltd., has joined the chairman's department of Associated Electrical Industries, Ltd.

Mr. G. H. Brenchley has been appointed sales manager by London Bankside Products, Ltd., The Runway, South Ruislip, Middlesex. Previously he was with Kerry's (Great Britain), Ltd.

With regret the death is announced of Mr. Charles L. Jenner of Rolls-Royce, Ltd. He served his apprenticeship with the Phoenix Car Co., and joined Rolls-Royce as a draughtsman in 1911. From 1918 he was with Sir Henry Royce at West Wittering, working directly under Mr. A. G. Elliott. During the last war Mr. Jenner worked on tank engine design, and later on car engine and diesel engine design. In 1951 he was appointed car engine project designer.

In connection with the recent announcement of the Standard Family saloon, we are informed that this car has Tygan upholstery, as compared with the Vynide material used in the de Luxe Eight. Leather upholstery can be supplied with the de Luxe model and the total extra cost is then £42 10s more than for the Family saloon. The normal extra cost of the de Luxe model—£28 6s 8d—accounts for pivoted no-draught ventilators at the rear as well as at the front, twin vizors, twin screen wipers, wheel hub cover plates, roof light and ashtray. Neither of these models has a chromium grille.

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	British List Price £ s d	British Total Price £ s d
A.C.		
2-litre 2-door ...	1,027 12 2	1,456 18 1
Four-door ...	1,107 19 4	1,570 14 11
Alce sports 2-seater ...	1,015 0 0	1,439 0 10
Alce coupé ...	1,215 0 0	1,722 7 6
ALFA ROMEO		
1900 ...	1,850 0 0	2,621 19 2
1900 Super Sprint ...	2,500 0 0	3,542 15 10
ALLARD		
Palm Beach 4-cyl.		
3-seater ...	720 0 0	1,021 2 6
6-cyl. 3-seater ...	750 0 0	1,061 12 6
2½-litre saloon ...	1,250 0 0	1,771 19 2
K3 3-seater ...	1,100 0 0	1,559 9 2
Monte Carlo ...	1,375 0 0	1,949 0 10
Safari estate car ...	1,375 0 0	1,949 0 10
ALVIS		
3-litre ...	1,285 0 0	1,821 10 10
Coupé ...	1,360 0 0	1,927 15 13
ARMSTRONG SIDDELEY		
Sapphire (synchro-mesh box) ...	1,215 0 0	1,722 7 6
Sapphire (pre-selector) ...	1,285 0 0	1,821 10 10
Sapphire (automatic) ...	1,404 0 0	1,990 2 6
Sapphire limousine ...	1,910 0 0	2,706 19 2
ASTON MARTIN		
DB2-4 ...	1,925 0 0	2,728 4 2
Drop-head coupé ...	2,025 0 0	2,869 17 6
DB35 competition ...	2,600 0 0	3,694 9 2
AUSTIN		
A.30 Seven 2-door ...	335 0 0	475 14 2
Four-door ...	355 0 0	504 0 10
Countryman ...	395 0 0	560 14 2
A.40 Cambridge 2-door		
Four-door ...	450 0 0	649 19 2
A.50 four-door ...	460 0 0	644 2 6
478 ...	478 0 0	678 5 10
A.90 Westminster ...	558 0 0	791 12 6
A.135 Princess ...	1,665 0 0	2,359 17 6
Limousine ...	1,715 0 0	2,430 14 2
Limousine, L.V.B. ...	2,000 0 0	2,834 9 2
Selon, L.V.B. ...	2,000 0 0	2,834 9 2
BENTLEY		
Chassis ...	2,465 0 0	2,979 2 1
Series S saloon ...	3,295 0 0	4,669 0 10
Hooper saloon ...	4,715 0 0	6,680 14 2
Mulliner saloon ...	4,860 0 0	6,886 2 6
Continental chassis ...	2,510 0 0	3,033 9 7
Mulliner saloon ...	4,960 0 0	7,027 15 10
Park Ward saloon ...	4,670 0 0	6,616 19 2
Park Ward coupé ...	4,670 0 0	6,616 19 2
B.M.W.		
Type 501 ...	1,400 0 0	1,984 9 2
Type 502 ...	2,100 0 0	2,976 2 6
F.H. coupé ...	2,750 0 0	3,896 19 2
BORGWARD		
1500 Isabella ...	798 0 11	1,131 13 10
2400 sports saloon ...	1,287 16 9	1,825 11 3
Saloon (Hansamatic) ...	1,380 1 8	1,956 4 10
2400 Pullman ...	1,409 2 1	1,997 7 2
Pullman (Hansamatic) ...	1,501 7 0	2,123 0 9
BRISTOL		
Type 403 ...	2,100 0 0	2,976 2 6
Type 404 ...	2,350 0 0	3,330 5 10
Type 405 ...	2,250 0 0	3,188 12 6
Abbott D.H. coupé ...	2,250 0 0	3,188 12 6
BUICK		
Century 4-door ...	—	—
Super 4-door ...	—	—
CADILLAC		
Special 4-door ...	—	—
CHEVROLET		
Bel Air 4-door ...	1,275 0 0	1,807 7 6
Convertible ...	1,435 0 0	2,034 0 10
Station wagon ...	1,465 0 0	2,076 10 10
One-Fifty 4-door ...	1,210 0 0	1,715 5 10
Two-Ten 4-door ...	1,230 0 0	1,743 12 6
CHRYSLER		
Windor ...	—	—
New Yorker ...	—	—
CITROEN		
2 c.v. ...	398 0 0	564 19 2
Light 15 ...	685 0 0	971 10 10
Big 15 ...	740 0 0	1,049 9 2
Six ...	1,040 0 0	1,491 9 2
DAIMLER		
Conquest ...	1,066 0 0	1,511 5 10
Coupé ...	1,225 0 0	1,736 10 10
Roadster ...	1,180 0 0	1,672 15 10
Hardtop roadster ...	1,235 0 0	1,750 14 2
Century ...	1,172 0 0	1,664 9 2
3½-litre Regency ...	1,640 0 0	2,324 9 2
Sportsman's saloon ...	1,870 0 0	2,650 5 10
4½-litre Regency ...	1,960 0 0	2,777 15 10
Sportsman's saloon ...	2,190 0 0	3,103 12 6
Regina Hooper limousine ...	4,385 0 0	6,213 4 2
DELLOW		
Mark III Two seater ...	448 0 0	635 15 10
Mark III C ...	477 0 0	676 17 6
Mark V Lightweight 2-seater ...	542 0 0	788 19 0
D.K.W.		
Sonderklasse ...	597 0 0	864 17 6
Coupé ...	652 0 0	896 9 2
Cabriolet 2-seater ...	925 0 0	1,311 10 10
Cabriolet 4-seater ...	785 0 0	1,113 4 2
Station wagon ...	608 0 0	975 15 10

(Continued on next page)

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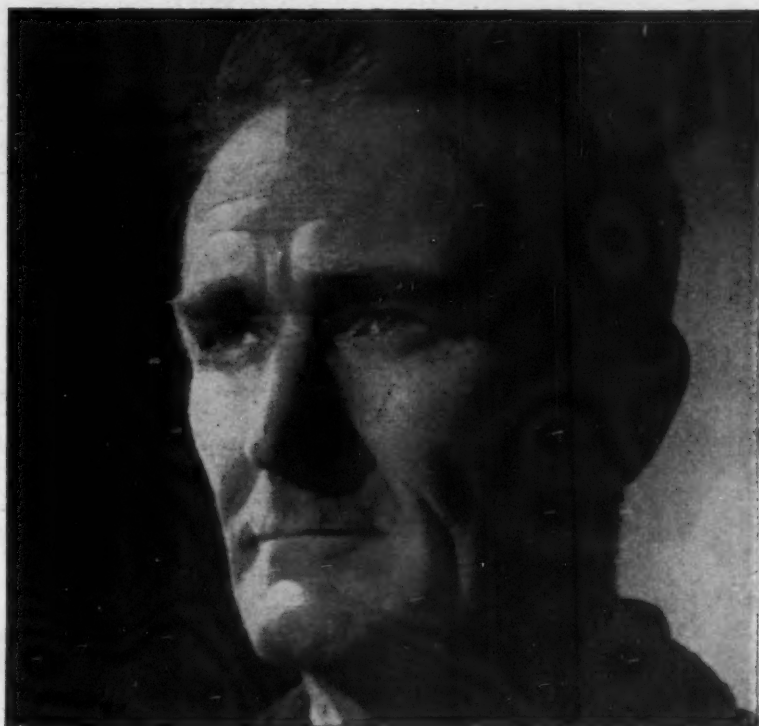
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FAIRTHORPE			MORRIS		
Aston Mark I	259 17 0	369 4 11	Minor tourer	373 0 0	529 10 10
Mark 2	274 17 0	390 9 11	Two-door	373 0 0	529 10 10
Mark 3	315 14 0	448 7 4	Four-door	395 0 0	560 14 2
FIAT			Traveller's car	422 10 0	599 13 4
500C coupé	403 10 0	572 15 0	Cowley	495 0 0	702 7 6
600	412 10 0	585 10 0	Oxford	525 0 0	744 17 6
Station wagon	478 10 0	679 0 0	Traveller	580 0 0	822 15 10
1100	563 10 0	799 8 2	NASH		
1100TV	750 0 0	1,063 12 6	Rambler	1,450 0 0	2,054 13 7
1400A	774 0 0	1,097 12 6	Station Wagon	1,490 0 0	2,111 14 2
1900A	980 0 0	1,389 9 2	OLDSMOBILE		
Full-light saloon	1,385 0 0	1,963 4 2	Series 88 Super	1,640 0 0	2,324 9 2
FORD (Britain)			Super (Two-tone)	1,645 0 0	2,331 10 10
Popular	275 0 0	390 14 2	Series 96 de luxe	1,985 0 0	2,813 4 2
Anglia	360 0 0	511 2 6	Starfire coupé	2,080 0 0	2,947 15 10
Prefect	395 0 0	560 14 2	PACKARD		
Consul	470 0 0	666 19 2	Cipper	1,640 0 0	2,324 9 2
Convertible	570 0 0	808 12 6	Patrician	2,266 0 0	3,211 5 10
Zephyr Six	532 0 0	754 15 10	PANHARD		
Convertible	570 0 0	808 12 6	Junior sports	771 6 0	1,100 0 0
Zodiac	600 0 0	851 2 6	Dyna de luxe saloon	701 0 0	995 0 0
FORD (Canada)			PARAMOUNT		
Customline	1,249 0 0	1,770 10 10	Ten tourer	625 0 0	886 10 10
Country Sedan	1,438 0 0	2,038 5 10	1½-litre coupé	675 0 0	957 3 4
FORD (U.S.A.)			PEUGEOT		
Thunderbolt	1,639 0 0	2,323 0 10	Type 203	633 15 11	899 0 0
FRAZER-NASH			Station wagon	732 12 4	1,039 0 0
Mark II 2-seater	2,250 0 0	3,188 12 6	PONTIAC		
Targa Florio	2,250 0 0	3,188 12 6	Four-door	—	2,050 0 0
Sport	2,250 0 0	3,188 12 6	Convertible	—	3,200 0 0
Le Mans coupé	2,250 0 0	3,188 12 6	PORSCHÉ		
Sebring 2-seater	2,500 0 0	3,542 15 10	Type 356 coupé	1,260 0 0	1,786 2 6
Fast Roadster	1,650 0 0	2,338 12 6	Cabriolet	1,380 0 0	1,956 2 6
HEALEY			Super coupé	1,380 0 0	1,956 2 6
Austin-Healey 100	750 0 0	1,063 12 6	Super cabriolet	1,500 0 0	2,216 2 6
2-seater	1,125 0 0	Export only	Type 550 Spyder	2,715 0 0	3,847 7 6
100S	1,125 0 0	Export only	RENAULT		
HILLMAN			750 fixed-head	422 10 0	599 13 4
Minx Special	458 0 0	649 19 2	Convertible	550 0 0	780 5 10
Estate Car	540 0 0	766 2 6	R1063	790 0 0	1,148 12 6
Minx de luxe	480 0 0	681 2 6	1½-litre Frigate	829 0 0	1,175 10 10
Convertible	520 0 0	737 15 10	RILEY		
Californian	520 0 0	737 15 10	1½-litre	800 0 0	1,134 9 2
Husky	398 0 0	564 19 2	2½-litre Pathfinder	875 0 0	1,240 14 2
H.R.G.			ROLLS-ROYCE		
1½-litre 2-seater	895 0 0	1,269 0 10	Silver Cloud chassis	2,555 0 0	3,087 17 1
HUDSON			Saloon	3,385 0 0	4,796 10 1
Rambler	1,400 0 0	1,984 9 2	Hooper saloon	4,805 0 0	6,808 4 2
Vasp	1,825 0 0	2,586 10 10	Mulliner saloon	4,950 0 0	7,013 12 6
Hornet	1,960 0 0	2,777 15 10	Silver Wraith chassis	2,445 0 0	3,464 17 6
HUMBER			Park Ward saloon	4,695 0 0	6,652 7 6
Hawk Mark VI	695 0 0	985 14 2	Mulliner limousine	4,895 0 0	6,935 14 2
Touring Limousine	775 0 0	1,099 0 10	Hooper limousine	4,895 0 0	6,864 17 6
Super Snipe Mark IV	985 0 0	1,396 10 10	Freestone and Webb limousine	4,940 0 0	6,999 9 2
Touring limousine	1,065 0 0	1,509 17 6	James Young saloon	4,970 0 0	7,041 19 2
JAGUAR			ROVER		
Mark VII	1,140 0 0	1,616 2 6	50	820 0 0	1,162 15 10
XK 140 2-seater	1,127 10 0	1,598 8 4	75	895 0 0	1,269 0 10
D.H. coupé	1,160 0 0	1,644 9 2	90	915 0 0	1,297 7 6
F.H. coupé	1,140 0 0	1,616 2 6	SIMCA		
D-type 2-seater	1,895 0 0	2,685 14 2	Aronde	599 0 0	849 14 2
JENSEN			SINGER		
Interceptor	1,700 0 0	2,409 9 2	S.M. roadster	510 0 0	723 12 6
Model 541	1,285 0 0	1,821 10 5	Hunter	687 10 0	975 1 8
KAISER			SKODA		
Special 4-door	—	2,250 0 0	1200	630 0 0	893 12 6
Manhattan 4-door	—	2,460 0 0	Station wagon	700 0 0	992 15 10
KIEFT			STANDARD		
Sports 2-seater	1,100 0 0	1,559 9 2	Eight	339 0 0	461 7 6
LAGONDA			Ten	409 0 0	580 10 10
Two-door	2,260 0 0	3,202 15 10	Estate car	460 0 0	625 15 10
Four-door	2,400 0 0	3,401 2 6	Vanguard	555 0 0	787 7 6
D.H. coupé	2,400 0 0	3,401 2 6	Estate car	633 0 0	897 17 6
LANCHESTER			STUDEBAKER		
Sprite	760 0 0	1,077 15 10	Champion	1,209 0 0	1,714 0 6
LANCIA			Commander	1,277 0 0	1,810 7 2
Appla	1,250 0 0	1,771 19 2	President	1,484 0 0	2,104 0 6
Aurelia, Series II	2,020 0 0	2,862 15 10	SUNBEAM		
Aurelia Gran Turismo 2500	2,450 0 0	3,471 19 2	Mark III	795 0 0	1,127 7 6
LEA-FRANCIS			Convertible	845 0 0	1,190 4 2
Fourteen	1,130 0 0	1,601 19 2	Alpine 2-seater (with overdrive)	855 0 0	1,212 7 6
Estate car	1,130 0 0	1,601 19 2	SWALLOW		
Eighteen	1,380 0 0	1,956 2 6	Mark I 2-seater	777 0 0	1,101 17 6
2½-litre Sports	1,240 0 0	1,757 15 10	TRIUMPH		
LINCOLN			TR2 2-seater	625 0 0	886 10 10
Capri Fordor	2,073 0 0	2,937 17 6	TR2 Hard top	670 0 0	950 5 10
MERCEDES-BENZ			Renown	776 0 0	1,099 0 10
180	1,195 0 0	1,694 0 10	VAUXHALL		
190D (diesel)	1,260 0 0	1,786 2 6	Weyton	495 0 0	702 7 6
220a	1,498 0 0	2,123 5 10	Velox	535 0 0	759 0 10
300b	2,329 0 0	3,300 10 10	Cresta	595 0 0	844 0 10
300S	3,902 0 0	5,528 19 2	VOLKSWAGEN		
300SL	3,100 0 0	4,392 15 10	Saloon	422 10 0	599 13 4
MERCURY			De Luxe	486 0 0	689 12 6
Montclair	1,624 0 0	2,301 15 10	WILLYS		
M.G.			Custom	1,196 0 0	1,695 9 2
TF Midget 2-seater	550 0 0	780 5 10	Bermuda	1,269 0 0	1,793 17 6
Magnette	645 0 0	914 17 6	WOLSELEY		
MORGAN			Four-Fortyfour	595 0 0	844 0 10
Two-seater (TR2)	595 0 0	844 0 10	Six-Ninety	750 0 0	1,063 12 6
Two-seater (Vanguard)	555 0 0	787 7 6			
Four-seater	580 0 0	822 15 10			
Coupé 2-seater	610 0 0	865 5 10			
Coupé, 4-seater	620 0 0	879 9 2			

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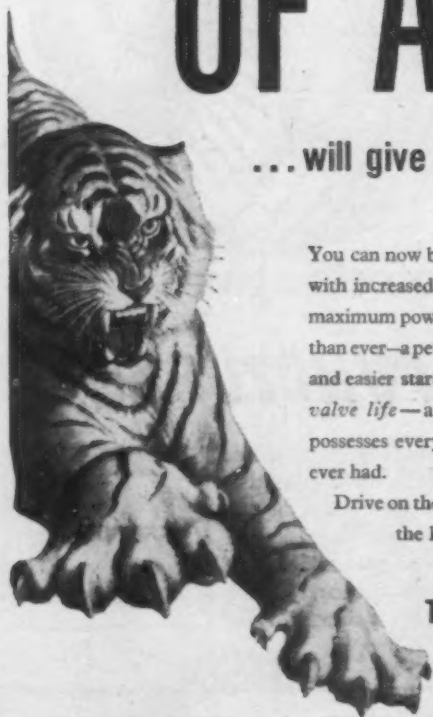
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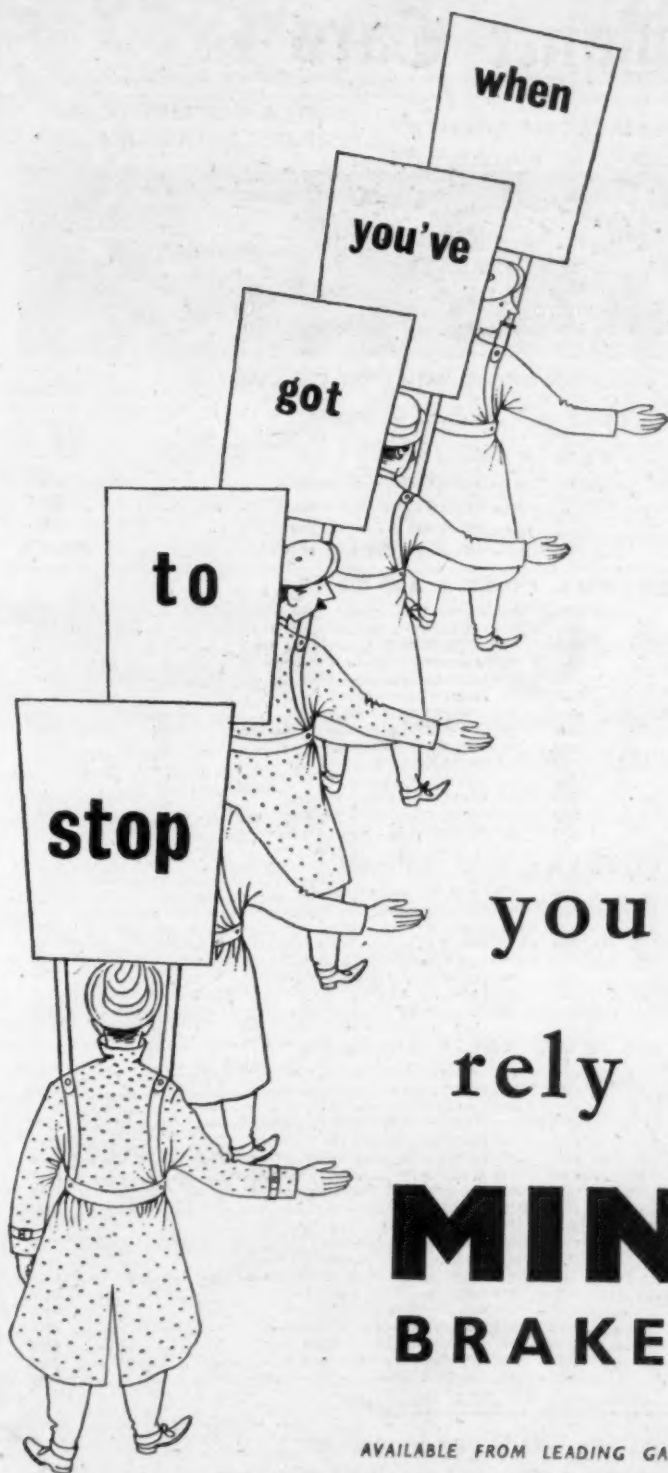
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1948 ALLARD 71L D/H coupes, blue, 3 from	£295	1954 JAGUAR Mk. VII, 12,000 miles, overdrive	£1,295
1949 ALLARD J2 special De Dion etc.	£255	1951 JAGUAR Mk. V 3½-litre saloon, radio	£625
1950 AUSTIN A.135 Princess saloon, radio, heater, black	£645	1951 JAGUAR XK.120 sports, cream	£715
1953 AUSTIN A.30 4-door saloon, heater, green	£445	1947 JAGUAR 3½-litre sports saloon, 2 from	£295
1954 AUSTIN-HEALEY "100" 2-seater, red	£785	1951 JOWETT Jupiter convertible, Mk. III unit	£445
1953 Reg. CONNAUGHT 1,767 c.c. Sports 2-seater, B.R.G.	£695	1951 JOWETT Javelin saloon, green	£445
1948 DELAHAYE 135 M sports saloon	£545	1949 LEA FRANCIS Roadster, bronze	£445
1950 FORD Pilot saloon, black	£325	1952 MORRIS Minor saloon, twin carbs., etc.	£475
1947 FORD V.8 Mercury saloon	£295	1949 MORGAN 4/4 4-seater tourer	£395
1955 FORD Zodiac, white wall tyres, radio	£855	1949 RILEY 2½-litre saloon, black	£455
1947 HEALEY Elliott D/H coupe	£695	1947 ROVER 12 h.p. 4-seater tourer	£395
1947 HILLMAN 10 h.p. drop head coupe, black	£345	1955 SWALLOW Doretta, 2-seaters, 2 from	£945
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1946/7 M.G. T.C. 2-seaters, 5 from	£325	1936 M.G. P.B. 9 h.p. 2/4-seaters, 2 from	£195
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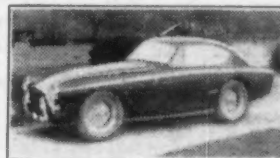
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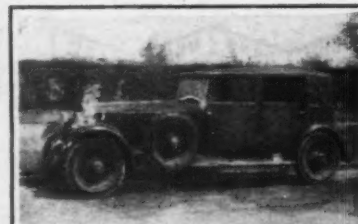
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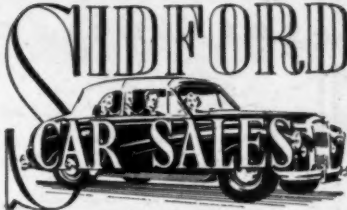
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1952	HILLMAN Minx fitted heater, radio and other extras		£685
1947	CITROEN LA 15 saloon in black with red leather		£345

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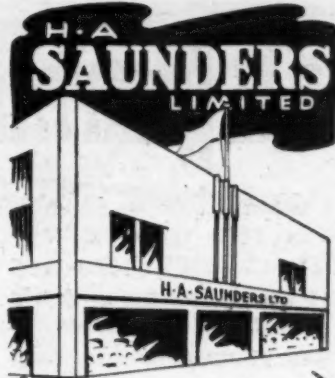
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1951 AUSTIN A.70, heater, grey.
1951 AUSTIN A.40, heater, grey.
1950 AUSTIN Princess, radio, heater, black.
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MAIDSTONE ENGINEERING CO., Smethurst St., Fendleton, Manchester, 6. Pen. 5457. [C3000]

1952 A.C. saloon, low mileage, in superb order throughout, perfect light green exterior, interior woodwork unblemished, upholstery as new, heater and loose covers, a delightful car, will satisfy the most discriminating enthusiast; £685; written guarantee; terms, exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-3-4 anytime. [C4065]

1955 series A.C. 2-litre 4-door saloon, delivered to high-compression piston, finished ivory and red and fitted special-competition piston, white wall tyres, Ace Rimbellishers, rear wheel spin, radio, spotlamp, 8,000 miles, spare tyre unused, perfect throughout; cost nearly £1,700, now offered at the bargain price of £1,125.—Morley, 94, Streatham Hill, S.W.2. Tel. 4983.

[C3016]

A.C. Cars Wanted

H. A. SAUNDERS, Ltd., Golders Green, require:—

A.C. cars for cash.—140-144, Golders Green Rd., N.W.11. Speedwell 0011. [W4004]

ALMOST new A.C. required immediately—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W5016]

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for A.C.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Alfa-Romeo Cars Wanted

BARTLETT will pay more for good Alfa-Romeos.—27, Pembroke Villas, W.11. Bay. 0583. [W1013]

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Alfa-Romeo.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

CHILDREN CARS urgently require a 1750 Zagato or Castagna 2-seater, in exceptional condition.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 2060. [W1045]

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeos.—Fortham Rd., Cobham 2849-9. [O124/R]

ALLARD

RICHARDS & CARR, Ltd., are always best value.

1952 M2X drop head fourseater, exceptional example, low mileage; £545.

1950 FI saloon, Mercury engine, 12,000 miles, radio, heater, excellent example; £445.

1948 4-seater tourer, little used, just reconditioned, new tyres, new hood, really immaculate; £545.

35 Kinnerton St., London, S.W.1. Tel. Stone 5424. [C3045]

ALLARD factory serviced used cars are your wisest buy.

ONE owner, good 1951 Allard FI saloon car; £470; £490.

DIARDS MOTORS, Ltd., 43, Acre Lane, Brixton, London, S.W.4. [O121/R]

SALES & WANTS

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MOTORISTS!

ACCOMMODATION—HOTELS;
GUEST HOUSES, ETC. FOR
BUSINESS OR PLEASURE
See page 100

ALLARD

1950 Allard sports saloon, fawn, one careful owner; £495.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025]

395 gns.—Allard 1950 FI saloon, birch grey, blue leather, heater, unmarked; terms, exchanges.—Rowland Smith, below.

295 gns.—Allard late 1949 d.h. coupe, column gear-change, new hood, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. [C3018]

1953 Allard saloon, black, condition as new, £695.

Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050]

G & M ALFREDS (1936), Ltd.—Allard registered March 1953, saloon, heater, radio, etc., above average.—6-7, Warren St., W.1. Euston 3268. [C3018]

DIARDS MOTORS, Ltd., main Allard distributors, A of 43/45 Acre Lane, Brixton, London, S.W.2.

Brixton 6431, always have a good selection of used 1953-54 Allards for inspection and sale. [O864/R]

1946 Allard model J special sports 2-seater, extremely attractive appearance, terrific performance; £265, or £30 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hamstead 6490. [C1024]

Allard Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Allard.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

RICHARDS & CARR, Ltd., the best Allard buyers.—35, Kinnerton St., S.W.1. Stone 5424.

XXX Excellent cash prices paid for good Allard cars.—H. F. Edwards, 26-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W3001]

ALVIS

DICKS

1949 Alvis 14 drop head fourseater coupe, attractive and roomy car; £495.

DICKS CAR SALES, Ltd., 345-401, High Rd., Kilburn, Maida Vale 6889-9. [C1072]

GATEHOUSE offer:

1938 Alvis 12/70 saloon, completely reconditioned, choice of 3; £525.

1934 Alvis Speed 20, in first-class condition, late property of Alvis enthusiast, history, £295.

Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021]

GORDON CARS for good cars:—

1950 mdl. Alvis 14hp saloon, black, superb condition, £250.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., N.W.1. Eus. 6611. [C2023]

CHIPSTEAD MOTORS, Ltd., offer:—

T.A. Sept. 1942, 14 saloon, rebored, etc., maroon, beige, exceptional condition, new tyres.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Plaxman 0052/7253/7154. [C1046]

BROOKLANDS: Alvis London distributors.

1955 models available; demonstration.

1954 Alvis T.C.21/100 saloon, radio, heater, 11,500 miles.

BUY or sell with confidence; guarantee.

103 New Bond St. London, W.1. Mayfair 8351. [C1029]

GUY SALMON AUTOMOBILES offer:

1952 Alvis 3-litre sports saloon, snow shadow, maroon upholstery, moderate mileage, immaculate condition; £495.

1948 Alvis T.A. saloon, genuine 30,000 miles only, exceptional condition; £550.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

1952 Alvis 3-l. saloon, radio, heater, excellent cond. throughout.

1950 Alvis T.A.14 4-dr. saloon, radio, heater, exceptionally nice cond. throughout.

FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 15. Rus. 2874-5. [5108]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS
LAMBS OF WOOD GREEN, established 1897. Alvis bargains.
£595—1949 Alvis T.A. series sports saloon, absolutely outstanding condition. whole car apparently new, properly maintained, delightful car to drive, very special price.
LAMBS OF WOOD GREEN.—100 guaranteed cars. exchanges, hire purchase.—42/43, High Rd. (E. Finchley Underground), Tel. Finchley 6222/3/4. (C2052)

1952 Alvis 5-litre saloon, maroon/beige leather. fitted radio, one owner. £795.
DUNHAM & HAINES, 46, Castle St., Luton, 2100-1. (C1079)

1949 Alvis T.A.14 saloon, black/brown leather, engine just overhauled, immaculate, guaranteed. £525.

1939 Alvis Speed 25 Charlesworth sports saloon, personal property of former service manager of London depot of Alvis, Ltd.; this car has been maintained regardless of cost, is fitted with radio, heater, stoneguards, special shock absorbers, and a host of modifications, history available, guaranteed. £425.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston. K. Kin. 8104. (C4053)

BARTLETT—Alvis 1949 12/70 saloon, one owner, exceptional condition; £495.—27, Pembroke Villas, W.11. Ray. 0523. (C1013)

£555—1948 Alvis 14hp sports 4-door de luxe saloon, total mileage 53,265, literally as new (evenings).—Gulldford 4862. (S721)

1950 Alvis 4-door saloon, black with brown leather upholstery; one owner and in literally immaculate condition; part exchange welcomed; £650.
STATION GARAGES, Ltd., Amerham. Tel. Amerham 870. (S913)

1935 Alvis Speed 20 drop head, good condition; £195.—Mansfield Autos, Ltd., 48, Fitzroy St., London, W.1. Euston 2587. (C3001)

£525—1948 Alvis 14 saloon, very well maintained; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. (C1010)

1948 Alvis 14 saloon, two tone; £495.—Montrose Motors (N. H. Bowell), 91/95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. (C3088)

1939 Alvis 12/70 sports saloon, exceptional condition throughout; £295, terms, exchanges.
Newbury Cars, Muswell Hill, N.10. Tudor 3394. (S742)

G & M ALFREDS (1956), Ltd.—1951 Alvis 5-litre, radio, loose covers, extras, one owner, above average condition.—6/7, Warren St., W.1. Euston 3266. (C1005)

ALVIS Silver Eagle 17 V.D.P. 4-seater tourer in beige. A almost mint condition, full all-weather equipment, etc. £175 or terms.—Automo. 229, West End Lane, Hampstead 3430. (S782)

ALVIS 5-litre drop head coupe (Sept.) 1954, 4/5 seats; £1,500 no offers.—To be seen Martins Garage, Loce, Cornwall. Fare repaid purchaser. Tel. Plymouth 63815. (S681)

1939 model Alvis 12/70, doctor's personal car, 600 engine, engine overhauled last year, now in very nice condition, radio, spotlight, muff; £285 o.n.o.—Barrie, Hornchurch 332. (S707)

495 cns.—Alvis 14, October 1948 Tickford d.h. coupe, leather, heater, excellent condition, cost £1,900; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

Alvis Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alvis.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

B. J. HUNTER, Ltd.

FOR your immediate purchase of your Alvis.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (W2040)

H. A. SAUNDERS, Ltd., Golders Green, require:—

ALVIS cars for cash—140-144, Golders Green Rd., N.W.11. Speedwell 0011. (W4004)

GATEHOUSE MOTORS require 12/70 coupes and saloons, also 14/57.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Moutview 4444.

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. Grams: Alviscar, Gold, London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. Grams: Alvis, Coventry. (S6039/R)

CHARLES FOLLETT, Ltd., Alvis Specialists.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266. SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 3936-7-8. (S591/R)

MANCHESTER.—Alvis repairers and spares, main agents.

AFREMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rs. 2784-5. (S653/R)

KINGSTON-ON-THAMES.—Alvis specialists for sales and service.

W. WILKIN, Ltd., 1, Weston Park, and 84, Eden St., Kingston. Kington 2241. (S4053)

IANCASHIRE and Cheshire sales, service and spares specialists.—Distributors: Parkers, Ltd., Bradshawgate, Bolton (S608), and 179, Deansgate, Manchester (Deansgate 4507). (S738/R)

AMERICAN CARS

SIMPSON'S offer:—

1955 new Pontiac Chieftain r.h.d. 4-door saloon, with extras, castle grey over raven black, approximately 2 weeks delivery.

1955 new Pontiac Star Chief Catalina, power brakes and steering, radio, heater, all extras, approximately 2 weeks delivery.

1955 new Oldsmobile Starfire 88 coupe, every possible extra, immediate delivery.

1955 new Oldsmobile Super 88 4-door saloon, every possible extra, immediate delivery.

1955 new Oldsmobile 88 coupe, with extras, immediate delivery.

1955 Chevrolet Bel Air V8 r.h.d., radio, heater, all extras.

1955 (registered) Hudson Super Wasp r.h.d., radio and heater, all other extras.

1955 Studebaker V8 Commander, Hydramatic drive, Farina body, all extras.

1954 Chevrolet Bel Air 2-door, heater, directional signals, all extras.

1953 Buick Dynaflow, heater, tinted window, fitted with all extras.

1953 Chevrolet r.h.d., equipped with all extras, one owner car.

1953 Hudson Super Jet 4-door saloon, heater, all extras.

1952 Cadillac Fleetwood, Hydramatic, radio and heater, all extras, including electric razor.

1951 Cadillac series 62, fitted with all extras, including radio and heater.

1951 Pont Custom de luxe, 2-door, many other extras.

1951 Plymouth Suburban shooting brake, low mileage, all extras.

1950 Ford Custom 4-door saloon, seat covers, all extras.

1948 Ford 2-door, equipped with many extras.

1947 Lincoln Continental, radio and heater, electric windows and seats, all other extras.

1938 Chevrolet 4-door saloon, clean.

1937 Pontiac fixed head coupe, really immaculate.

American, Continental and English cars taken in part exchange.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8891/3903. (C4016)

WHITEHALL MOTORS, Ltd., of Coventry, offer:—

1952 model Cadillac series 68 sedan, Hydramatic drive, radio, heater, screenwashers, colour ivory with ocelot seats, power aerial, etc.

1953 (March) Pontiac Chieftain 4-door saloon, r.h.d., finished black and chrome with grey broadcloth interior, in exceptional condition and completely unmarked with radio and heater, twin spot lamps, loose seat covers and loose trim pad covers; terms or exchanges.

1950 Chevrolet Styleline torpedo-bodied saloon, r.h.d., finished in metallic blue and chrome with fawn broadcloth interior, fitted radio, heater, white side wall tyres, swivel spot lamp and many other extras; a most magnificent vehicle; terms or exchanges.

1947 right-hand drive American Ford Super 8, blue with matching leather in original condition throughout; £360.

1946 model r.h.d. Chevrolet Fleetline 4-door de luxe saloon in black and chrome, with fawn interior, Tygan covers, radio, heater, wipers, etc., a very well maintained car in superb condition; taxed; £250.

TERMS and exchanges.

WHITEHALL MOTORS (COVENTRY), Ltd., Coventry Rd., Exhall, nr. Coventry. Tel. Bedworth 3395-6. (S594)

BRITISH & COLONIAL MOTORS, Ltd., offer a selection of post-war American cars; enquiries invited. 15-14, Upper St. Martin's Lane, London, W.C.2. (Adl. Leicester Square Tube Station.) Temple Bar 7588. (C1037)

JOE THOMPSON MOTORS, Ltd., offer a selection of late model cars, in excellent condition, at competitive prices as detailed under Classified headings, to be seen at our showrooms at—91-5, Fulham Rd., South Kensington, S.W.3. Kensington 4858. (C4028)

American Cars Wanted

ATENTION!!!

SIMPSON'S, The American Car Buyers, require all American cars.—Wembley 8891/3903. 345, High Rd., Wembley. (W4015/R)

JOE THOMPSON MOTORS, Ltd., require American cars.—91-5, Fulham Rd., South Kensington, S.W.3. Kensington 4858. (W4028)

American convertible, post-war, wanted; cash offer waiting, private buyer, for suitable well maintained r.h.d. specimen.—12, Windsor Rd., Parkstone, (Tel. Dorset 4416.) (S555)

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (Adl. Leicester Sq. Tube Stn.), London, W.C.2. Temple Bar 3588.

ARMSTRONG SIDDELEY

A

ARNES of Albemarle St., offer: 1955 Sapphire, electric gear box, black with brown hide, radio; £1,150.

1953 Sapphire, synchromesh gear box, 2-tone green, beige upholstery, twin carburetors, whitewall tyres, radio, loose covers, 7,000 miles, one owner, absolutely immaculate condition; £1,350.

1953 Sapphire, pre-selector gear box, duo grey with blue upholstery, 20,000; £1,128.

1951 Whitley saloon, black/maroon upholstery, 28,000 miles, excellent condition throughout; £595.—Showrooms, 28, Albemarle St., W.1. Hyde Park 9323. Spares and Service: Steels Rd., Haverstock Hill, N.W.3. Primrose 4467. (C1109)

1952 Whitley saloon, black, excellent condition, low mileage; £650 o.n.o.—Kensington 3591. (S755)

ARMSTRONG SIDDELEY

W

MWELBECK MOTORS for new and used Armstrong Siddeley

THE complete range of new Sapphires in stock for immediate delivery:—

FAR, far the largest selection of used Armstrongs:—

1955 (April) Armstrong Siddeley Sapphire Mark II, automatic gear box, dark green with green leather, mileage 1,000, so obviously identical to brand new; £1,835 (nearly £200 under original cost).

1954 Armstrong Siddeley Sapphire, black with red leather, whitewall tyres, pre-selector, mileage 5,000, twin-speaker H.M.V. all-wave radio; £1,325.

1954 Armstrong Siddeley Sapphire, black and silver grey with red leather, mileage 7,000, synchromesh, maintained by us since new; £1,295.

1953 Armstrong Siddeley Sapphire, duo grey with red leather, pre-selector (new unit just fitted), mileage 20,000; approx. £1,135.

1952 Armstrong Siddeley Whitley 6-light saloon, synchromesh, black with brown leather, bucket seats, guaranteed mileage 19,000, virtually as new; £775.

1952 Whitley 4-light saloon, in black with brown leather, H.M.V. radio, identical to new, mileage 20,000 approx.; £775.

1953 Armstrong Siddeley Whitley 4-light saloon, pre-selector, duo-selector, duo-selector, duo-selector, mileage slightly higher than the previous two cars; £790.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. (near Baker St. Station), Welbeck 1139. (C4049)

P & J

PASS & JOYCE, Ltd. (England's largest distributors), offer:—

1954 Armstrong Siddeley Sapphire saloon, electric pre-selector, heater, in really excellent condition; £1,345; one week's free trial guaranteed; deferred term available.—184-188, Ot. Portland St., W. Museum 1001. (C3039)

THE CAR MART, Ltd.

1953 Armstrong Siddeley Whitley saloon, heater, pre-selector, black with brown upholstery; £750.

CAR MART, Ltd., 320, Euston Rd., London, N.W.1. Euston 1212. (C1039)

H. W. MOTORS, Ltd., offer:—

1955 Armstrong Siddeley Sapphire, duo grey/red uphol., automatic gearbox, 5,000 miles; our demonstration car; £1,750.

1954 Armstrong Siddeley Sapphire, Pre-selector, black and gazelle fawn/beige leather, genuine 8,000 miles from new, originally supplied by us, spare tyre unused, Radiomobile, faultless example; £1,295.

1950 (model) Armstrong Siddeley Lancaster 18hp saloon, immaculate; £550.

1950 (model) Armstrong Siddeley 18hp Typhoon 2-door saloon, black/brown leather, exceptional condition; £550.

1949 (model) Armstrong Siddeley 18hp Typhoon 2-door saloon, black/brown leather, 50,000 miles, pre-selector, maintained throughout by ourselves, faultless condition; £495.

1949 Armstrong Siddeley Hurricane coupe, black/brown leather, pre-selector, one owner, original condition throughout; £495.—Portsmouth Rd., Thames Ditton, Emsworth 5531-2-3. (C4001)

PHILIP RICKARDS, Ltd., offer:—

1955 Series Armstrong Sapphire, black/red, bucket seats, twin carb., 2,700 miles; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772-3. (C3051)

H. A. FOX & Co., Ltd., Armstrong Siddeley agents, offer:—

1954 (August) Sapphire saloon with division; synchromesh, only 10,000 miles, radio, heater, fine condition; £1,350; also

SAPPHIRE with automatic gear and radio, under 500 miles, as new; £1,995; guaranteed.

H. A. FOX & Co., Ltd., 3-5, Burlington Gardens, H. Old Bond St., London, W.1. (S585)

LAMBS OF WOOD GREEN, established 1897. Armstrong bargains.

£495—Armstrong Siddeley Lancaster 4-door de luxe saloon, absolutely immaculate condition, 1948 model, 1952 condition.—Below.

£465—1949 Armstrong Siddeley Typhoon 4/5 coupe, a particularly attractive car, duo-tone, leather upholstery, fitted heater and many extras.—Below.

£435—Armstrong Siddeley Lancaster 4-door saloon, exceptional condition for age.

LAMBS OF WOOD GREEN.—100 guaranteed cars. exchanges, hire purchase.—42/43, High Rd. (E. Finchley Underground), Tel. Finchley 6222/3/4. (C2052)

1951 model Armstrong Lancaster, perfect throughout; £495.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 773 9676. (C4018)

1948 Lancaster saloon, exceptionally well maintained, open any inspection; bargain value. £395/1—A.Z. Motors, Palmerston Rd., N.W.6. Mail. 4723. (C1011)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ARMSTRONG SIDDELEY

CHARLES POLLETT, Ltd., official Armstrong Siddeley retailers and repairers, offer:—
1953 (Dec.) Armstrong Sapphire, black, red leather, synchromesh gearbox, 9,000 miles, carefully maintained, 5 mths. guarantee, h.p. facilities, £1,375. [C1001]
SHOWROOMS:—18, Berkeley St., W.1. Mayfair 6368.

SERVICE: Works and Stores:—Barnsdale Yard, off Eign Avenue, W.9. Cunningham 5956. [C5010]

£165—1939 14hp saloon, black body, excellent condition throughout.—Derwent 9794. [S901]

A CLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, offer:—
1948 Armstrong Siddeley Typhoon, black, excellent condition throughout; £395; maximum h.p. terms available. [C1001]

£400—Armstrong Typhoon 1947, radio, heater, extras.—2, Church St., Cornham, Wilts. [S706]

1948 model Armstrong Siddeley Lancaster saloon, very good condition throughout; £385. [C1001]
SCOTT CARS, 347, Finchley Rd., London, N.W.3, Tel. Hampstead 7779/8676. [C1016/2]

1937 7-passenger Armstrong, mileage 26,000; £325. Speedwell 1242. [C2026]

G & M ALFREDS (1936), Ltd.—1950 Armstrong 14hp saloon, black, fully guaranteed; £2150.—7, Warren St., W.1. Euston 3268. [C1006]

1948 Armstrong Typhoon, a fine specimen, bargain price; £435.—Jack Pomeroy (Autos), 390, Hendon Way, N.W.4. Hendon 1423-4. [C3063]

395 gns.—Armstrong Siddeley 1949 Typhoon sports saloon, leather, heater, carefully used; terms, exchanges.—Rushmore, 18, Finchley Rd., N.W.3. [C1001]

295 gns.—Armstrong Siddeley 1946 Hurricane four-seater drop head coupe, leather, manual gear-change, heater, taxed; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C4018]

1952 (January) Armstrong Siddeley Whitley 4, light saloon, blue with blue leather, carefully maintained by one owner since new; £650. [C1001]
ROBERT NEWMAN & Co., 369, Euston Rd., London, N.W.1. Eua. 4466.

1953 Armstrong Siddeley Sapphire saloon, dark grey, blue fitted special radio, two speakers, genuine 18,000 miles, chauffeur kept; £1,165. [C1079]

DUNHAM & HAINESE, 66, Castle St., Luton, 210-1. [C1079]

ARMSTRONG Sapphire (Nov.) 1953, grey, elec. f./box, 14,000 miles, fully guaranteed; £2150.—C. G. Norman Co., 50, Vauxhall Br. Rd., S.W.1. Vic. 2211. [S752]

1950 Armstrong Hurricane drop head, one owner, radio, heater, a really cared for car; £595; written guarantee; terms, exchanges; trade enquiries welcomed. [C1001]

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-3-4 anytime. [C4005]

NORMAN ROUNDHILL, Ashted, offers 1954 (March) Sapphire saloon, electric pre-selector, Langham grey/green, 9,000 miles, immaculate in detail; £1,295. Tel. Ashted 34. [S666]

1954 Armstrong Sapphire saloon, 4,000 miles, one owner, whitewall tyres, as brand new; £1,375.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston, Kin. 8104. [C4005]

1951 Armstrong Hurricane drop head coupe, grey, red leather, many extras, outstanding condition; £495. Lda. 10 and 11, Parade, S.W.4. Tel. Macaulay 2211-2. [C1002]

LIMOUSINE, 18hp 1951, widest occasional, carefully maintained, reasonable mileage, excellent chassis, immaculate, economical; £275.—Victoria Garage, Edgware Rd., Cricklewood, 5029 Oldstone. [C1103]

1949 Armstrong Siddeley Hurricanes in grey, with blue leather interior, two carburetors, chassis radio and heater, perfect all-weather car in fine condition; £475.—Hillwood Motors, Mill Hill (London), 4232. [S591]

1954 Armstrong Siddeley Sapphire saloon, blue with blue interior, two carburetors, chassis underpinned, etc., fine appearance and performance; £1,325.—Henlys, Henlys Corner, North Circular Rd., N.W.11. Finchley 0061. [S772]

WILSONS, "The Enthusiastic Owner-Agents," have 3 carefully used 1954 Sapphires for sale; from £1,325; demonstrations any day including Sunday; h.p. up to maximum period.—34, Acre Lane, S.W.2. Brixton 4011, and 1-3, Dorking Rd., Epsom, Surrey, Epsom 3901. [C4005/8]

£1345—Armstrong Siddeley Sapphire 1954, pre-manual gear, one owner, carefully maintained, many extras, very little short of new, written guarantee, exchanges and terms.—Swanmore Garage, Ltd., 1178, Christchurch Rd., Boscombe, East, Bournemouth. Southbourne 43344. [C4024]

J. DAVY, Ltd. offer Armstrong Siddeley Sapphire saloon, 1954, in duo-tone green with green leather upholstery; fitted with radio, screen washers, Lifeguard tubes, pre-selector gears, one owner, chauffeur maintained car which has completed 11,000 miles only; exceptional offer; £1,295.—J. Davy, Ltd., 180-184, Kensington High St., W.8. Western 9641. [C1066]

H. F. EDWARDS offer really superb 1953 (August) Armstrong Siddeley Whitley 4-door saloon, dark blue with blue leather, heater, immaculate, low mileage, one owner car, exceptional proposition at £765; written guarantee, terms, exchanges.—201, Great Portland St., London, W.1. Tel. Langham 001. [C2003]

1955 series Armstrong Siddeley Sapphire saloon, finished elephant grey with red leather upholstery, fully automatic gear box, mileage 8,000; driven solely by myself on demonstrations and private use; part exchange welcomed.—P. Blamire, Armstrong Siddeley Distributors, Queen's Rd. Garage, Queen's Rd., Coventry. Tel. 5494. [S575]

ARMSTRONG SIDDELEY

ONLY £460—Armstrong Siddeley 1949-50 18hp roomy and comfortable Lancaster 6-light saloon, coloured black with brown leather upholstery, Manual gear box, electric fuel pump, self adjusting taillights, oil roll, telescopic steering, sunshade roof, radio, heater, wide angle Nofok fog lamp, 25mpg, in excellent mechanical condition, body unscratched, low mileage.—Tel. Can. 7643. After 7.30 p.m. Vig. 9644. [S671]

£495!!!—Armstrong Siddeley Typhoon sports saloon, 1949, a beautifully maintained car in specimen condition, immaculate coachwork finished in pastel grey with dark blue waistline and dark blue leather upholstery to match, quiet and responsive engine (just checked and fully serviced), bills available for recent overhaul to gear box, back axle, re-lining brakes, etc., we cannot recommend this car too highly. [S671]

£875!!!—1951 limousine, Armstrong Siddeley 18hp, long wheelbase, 7-passenger model, immaculate black coachwork, leather upholstery front and rear, wide occasional, division, heater, air conditioning, taxed privately and of much lower total mileage than average for a car of its year. [S671]

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1035]

Armstrong Siddeley Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

WM WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (officially appointed Armstrong Siddeley agents), would very much like to buy your Sapphire or earlier Armstrong if it is quite perfect and exceptional for its year.—Kindly Tel. Welbeck 1189. [W4049]

H. A. SAUNDERS, Ltd., Golders Green, require:—
ARMSTRONG SIDDELEY cars for cash—140-141, Golders Green Rd., N.W.11. Speedwell 0011. [W4004]

WILSONS, "The Enthusiastic Owner-Agents," want Armstrongs.—Brixton 4011, or Epsom 3901. [W4005/R]

KIRKWOOD CARS buy pre-war Armstrongs.—78, Streatham Hill, S.W.2. Tulse Hill 1288. [W2037]

ALMOST new Armstrong required immediately.—34, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

GOOD Armstrong Siddeley required.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

MARSTON MOTOR Co. Ltd., for your Armstrong Siddeley.—Tel. Saa 8000. Seven Sisters Rd., Tottenham, N.15. [0183/R]

PASS AND JOYCE, Ltd., England's largest distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184-188, Gt. Portland St., W.1. Museum 1001. [0635/R]

Armstrong Siddeley Spares and Service
ARCOT ENGINEERING, Ltd.

ARMSTRONG SIDDELEY specialists: complete overhauls and engineering service; 48-hour exchange engine and gear box services, quick, guaranteed service by specialists; trade and retail. [W4004]

ARCOT ENGINEERING, Ltd., 184-188, Gt. Portland St., W.1. Museum 1001. [0635/R]

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ARCOT ENGINEERING, Ltd., 184-188, Gt. Portland St., W.1. Museum 1001. [0635/R]

ASTON MARTIN

A CLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, offer:—
1952 Aston Martin saloon, finished grey, radio, heater, Michelin tyres, Vantage engine, excellent condition throughout; £1,535; maximum h.p. terms available. [C1001]

SUPER Sportman chance of a lifetime, Aston Martin DB2, 1951, recently completely overhauled, terrific performance; sacrifice, £1,535; owner going abroad; terms arranged.—Tel. Eltham 6464 or write Box 4453. [S409]

295 gns.—Aston Martin 1938 15/98 2-litre short chassis drop head coupe, new hood, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C4018]

Aston Martin Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

BARTLETT will pay more for good Aston Martins.—27, Penbridge Villas, W.11. Bay. 0523. [W1013]

ASTON MARTIN cars wanted for cash; full details:—Friary Motors, Ltd., Old Windsor, Windsor 2002-3. [0786/R]

Aston Martin Spares and Service
FRIARY MOTORS, Ltd., sole suppliers of spares, including reconditioned engines, for all Aston Martin cars produced up to 1940; specialised servicing facilities. [0789/R]

AUSTIN SEVEN

SIMPSON MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—
1938 Austin 7 Ruby tourer, £165; 1939 Austin 7 Ruby, £225-355. High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

AUSTIN Nippy, reg. 1944, green 2-seater sports, many spares; £115.—Bec. 6563. [S563]

145 gns.—Austin Big 7 1936 de luxe saloon, sliding head, leather, very good condition; terms, exchanges.—Rowland Smith, below.

95 gns.—Austin 7 1935 Ruby saloon, unworn spares, excellent condition; terms, exchanges.—Rowland Smith, below.

39 gns.—Austin 7 1932 saloon, black, brown leather, good tyres; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C4018]

£50—Vintage Austin 7 Chummy fourer, first-class mechanical order, almost perfect example, reliable and in daily use, tyres good.—Langton, 47, Eastern Rd., N.2. Tudor 6050. [S676]

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Austin 7.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

AUSTIN A30

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offer:—
1954 Austin A30 2-door saloon, grey with blue upholstery, heater, mileage 7,000, immaculate condition; £685. [C3042]

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]

PHILIP RICKARDS, Ltd., offer:—
1954 Austin A30 2-door saloon, black, 14,000 miles, part exchange; deferred terms.—A. Brick et al., Park Lane, London, W.1. Tel. Grosvenor 4772-3. [C3051]

COOTER & GREEN, Ltd., offer:—
1954 (Dec.) A30 4-door saloon, in beige and red, with radio and heater, £510, taxed and ready to go. Upper Elmers End Rd., Beckenham, Kent. Bec. 2565. [S724]

CHIPSTEAD MOTORS, Ltd., offer:—
1954 series Austin A30, beige, red leather, unworn, immaculate; £465. [C4005]

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Faxman 0052/7253/7154. [C1048]

H. A. SAUNDERS, Ltd., Golders Green, offer:—
1955 Austin A30 7, limited number of orders now acceptable from private essential users, for delivery ahead; from £475/14/2, demonstrations, easy terms, brochures, application forms on request from:—144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 Huds). [C4004]

AUSTIN A30, 1954, 3,700, taxed: £550.—Turner, Hedingham, First Ave., Middleton-on-Sea, Sussex. [S615]

1954 (July) A30 saloon, 7,000 miles, as new; £465.—West, 15, The Broadway, Woking. [S907]

1955 A30 Countryman, unused, taxed and ready for immediate use; £595; part exchange and hire purchase terms.—Gerald Leventon, Ltd., Rickmansworth, Tel. 5386/5151. [S785]

1954 Austin A30 2-door, grey/blue, one owner; £475; exchanges.—Major & Root, Ltd., 25, East Hill, Wandsworth, S.W.18. (few minutes Clapham Junction). Batt. 2252. [S3022]

1954 model Austin A30, 4-door saloon in coronet cream/red hide interior, heater, taxed, very attractive, low mileage car, £465, consider part-exchange.—14, Bulkington Avenue, Worthing 1839. [C4027]

1954 all but a few days, Austin A30 4-door 412, black/lawn interior, heater, taxed, wear appearance of a few days old, low mileage; £465; consider part-exchange.—Worthing 1839. 14, Bulkington Ave., Worthing. [C4027]

PRIDE & CLARKE, Ltd., 1954 Austin A30, 4 and 2-door saloons, low mileage, heater, choice several from £489; 1953 low mileage, heater, choice several from £449; terms 15% deposit, balance over 2 years; exchanges, lists, guarantees.—Stowell Rd., S.9. Brixton 6251. [C3049]

ASTON MARTIN

L. F. WARD, Ltd., offer:—
1952 Aston Martin DB2 saloon, Vantage engine, A16N brakes, chrome wheels, many extras, exceptionally fast car. [C4043]

L. F. WARD, Ltd., Orange Rd. Garage, Orange Rd., Thornton Heath, Tel. 3347. [C4043]

R. ROSE & YOUNG, Ltd., offer:—
1954 Aston Martin DB2-4 saloon, 8,000 miles, one owner, unused, fitted with H.M.V. radio and A1-Pin brake drums, as new, moonbeam grey; £1,965. [C5057]

1954 series Aston Martin DB2-4 saloon, fitted with H.M.V. radio, exceptional condition, black; £1,795.—65/69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [C5057]

BROOKLANDS: Aston Martin distributors.
1955 DB2-4 saloon and coupe available, demonstrations.
1955 series Aston Martin DB2-4 saloon.
1954 series Aston Martin DB2-4 saloon, radio.
BUY or sell with confidence; cars purchased for cash.
103, New Bond St., London, W.1. Mayfair 6351. [C1028]

DB2-4: 8,000 miles, one owner, radio, immaculate; £1,965.—Fremantle 5681. [S607]

J. BARTLETT: Aston Martin 1953 DB2, Vantage engine, radio, Michelin X tyres, 15,000 careful miles, probably the best example available to-day; £1,595.—27, Penbridge Villas, W.11. Bay. 0523. [C1013]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin A30 Cars Wanted

CAR MART, Ltd., London distributors, are anxious to purchase Austin A30 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., 352, Streatham High Rd., S.W.16, Streatham 0054. (10952/R)

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN A30 cars for cash—140-144, Golders Green Rd., N.W.11, Speedwell 0011. (W4004)

AUSTIN A30, worst mileage, wanted urgently, model or colour immaterial.—Box 4554. (5569)

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Austin A30.—Hampstead (Tube), N.W.3, Ham. 6041. (W4018/R)

XXX Excellent cash prices for good Austin A30 cars.—H. P. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. (W2005)

AUSTIN EIGHT

1947 Austin 8 s.n., black, very clean and sound; £340.—Below.

1946 Austin 8 s.n., best reasonably priced; £295.—Smith & Hunter, 376, Kensington High St., W.14, Tel. Western 2512. (C4019)

SIMPSON MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1939 Austin 8 saloon; £175.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. (C4015)

1946 (Sept.) Austin 8 4-door saloon de luxe, black, brown leather, sun roof, radio, good condition.—Childs, 224, Highbury Rd., Luton. (5854)

1946 Austin 8 4-door saloon, as new; £325.—Jack Fomer (Autos), 395, Hendon Way, N.W.4, Hen. 8011-2. (C4063)

1946 Austin 8 saloon, in very good condition; £275.—John Whalley, Ltd., London Rd., Bishops Cleeve, Staff. Tel. 181-2. (C4051)

1946 Austin 8 saloon, immaculate, guaranteed; £325.—Lion Gate, Hampton Court, Middx. Mol. 6109. (C4053)

1940 model Austin 8 4-door saloon, blue with blue leather upholstery, very nice car; £245, or £35 deposit, balance over 18 months; exchanges, insurance.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2, Tel. Tulse Hill 7106. (C4071)

Austin Eight Cars Wanted

PRIVATELY owned Austin 8.—S. Brae Court, Kingston Hill, Surrey, Tulse Hill 2768. (W2037)

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3, Ham. 6041. (W4018/R)

AUSTIN TEN

SIMPSON MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1946 Austin 10 saloon; £299.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. (C4015)

245 s.n.—Austin 10, December 1946 saloon, sliding head leather, one owner; terms, exchanges.—Rowland Smith, below.

69 s.n.—Austin 10 1936 Sherborne saloon, leather, good tyres; terms, exchanges.—Rowland Smith, below.

39 s.n.—Austin 10 1933 2-seater, leather upholstery, good tyres; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1947 (May) Austin 10 de luxe saloon, good condition throughout, taxed year; £335.—110, Battersea Rise, S.W.11, Battersea 0549. (C1096)

1936 Austin Sherborne, very good condition; £175.—Cavendish Motors, Cavendish Rd., Kilburn, N.W.6, Willesden 0467. (5880)

£109!! Austin 10 Cambridge 1937 saloon, good running order, nice interior; b.p. and ex-changes.—Hampstead Cars, 176, Finchley Rd., N.W.5, Hampstead 9021, 9 a.m. to 7 p.m. (C2091)

Austin Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.3, Ham. 6041. (W4018/R)

AUSTIN A40

NORMAND, Ltd.

1952 Austin A40 Somerset de luxe saloon; £335.

1953 Austin A40 de luxe saloon, choice of three, B.M.C. warranty; £375.—405, King St., W.6, Riv. 5665-6. (5156)

CAR MART, Ltd.

LONDON Distributors.

1953—54 Austin A40 Somerset saloon, ester, cream and blue upholstery; £340.

1952 Austin A40 Somerset saloon, heater, black with beige upholstery; £275.

1953 Austin A40 Somerset coupe, heater, blue with blue upholstery; £255.

1955 Austin A40 Cambridge saloon, left-hand drive, turquoise with beige upholstery; £405.

CAR MART, Ltd., 297, Euston Rd., London, N.W.1, Euston 1212. (C1039)

H. C. PAUL, Ltd.

1954 Austin Somerset saloon, black, heater, mileage 10,000; £335.—32, Bruton Place, Berkeley Square, W.1, Mayfair 0821-2. (C3040)

PHILIP RICKARDS, Ltd., offer:—

1952 Austin A40 Somerset, grey/blue, 23,000 miles; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772-3. (C3051)

AUSTIN A40

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1949 Austin A40 saloon, finished in mist green, taxed, recent engine overhauled, well maintained throughout; £495.

HIRE-PURCHASE terms on the spot with no references, no formalities or guarantors; part exchange on your present motorcycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C4047)

ELITE MOTORS offer:—

1952 Austin A40 sports, grey, heater, twin spots, reversing lamps, tonneau, cover, etc., low mileage, faultless condition; £355.

ELITE MOTORS, 951/961, Garratt Lane, Tooting Broadway, Tel. Balham 1200 (20 lines). (C2005)

KJ MOTORS, Ltd., offer:—

1954 A40, grey with blue leather and heater, an immaculate low mileage, one owner car; £650.

1953 A40, blue with fawn upholstery, heater and loose covers, a one-owner car, taxed year and first registered November, 1953; £560.

WIDMORE RD., Bromley, Rav. 3456. (5764)

GLANFIELD LAWRENCE offer:—

1952 Austin A40 Somerset saloon, in beige, heater, one owner; £545.—407, High Rd., N.15, Finchley 0091. (C2053)

C.M.I. CAR SALES (Pri. 6623) offer:—

1953 (late) Austin A40 Somerset, green, heater, good condition; £729/2/6, demonstrations, easy terms, brochures, application forms on request from:—

THREE MONTHS' guarantee, terms, list on application.—Swiss Cottage, Finchley Rd., N.W.3. (C1051)

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1952 (Oct.) Austin A40 Somerset saloon, beige/beige hide, one owner, immaculate; £520.

1952 (March) Austin A40 Somerset saloon, green/brown hide, one owner, immaculate; £520.

140—144, Golders Green Road, Golders Green, N.W.11, Speedwell 0011 (ten lines). (C4004)

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1955 Austin A40 Cambridge, limited number of orders now acceptable from proven essential users for delivery ahead; from £649/19/2, demonstrations, easy terms, brochures, application forms on request from:—

1955 A40 Countryman, limited number of orders now acceptable from proven essential users for delivery ahead; £729/2/6, demonstrations, easy terms, brochures, application forms on request from:—

140—144, Golders Green Rd., Golders Green, N.W.11, Speedwell 0011 (10 lines). (C4004/1)

SCOTT CARS, 347, Finchley Rd., London, N.W.3, Tel. Hampstead 7779/8676. (C4016)

1954 Austin A40 Somerset, radio, heater, one owner, very low mileage; £645.

1953 Austin A40 Somerset; £558.—Below.

1952 Austin A40 Somerset; £545.—Below.

1951 Austin A40 Devon; £495.—Below.

ALL above are one-owner, low mileage cars and each is fitted with heater, spare purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. (C2035)

SLOCUMBS, Ltd., Willesden 4889, for cars with unique guarantee.

WE offer a late 1950 A40, grey with brown interior, heater, new tyres, £495 with new engine to be fitted for purchaser; part exchange your car or motor cycle and have the balance put on hire purchase.

SLOCUMBS, Ltd., Car Division, Willesden 4889. (C4017)

LAMBS OF WOOD GREEN, established 1897, Austin bargains.

£555—1952-3 Austin A40 Somerset saloon, leather upholstery, many extras, only one owner, faultlessly maintained.—Below.

£485—Austin A40, sunshine roof, leather, outstanding example.

LAMBS OF WOOD GREEN—100 guaranteed cars, exchanges, hire purchase—42/45, High Rd. (E. Finchley Underground), Tel. Finchley 6222/3/4. (C2052)

SIMPSON MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1952 Austin A40 Countryman; £495.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. (C4015)

1953 (June) Austin A40 four-seater coupe, one owner, low mileage; £600.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1, Eus. 4466. (C3023)

1951 (Dec.) Austin A40 saloon, steering column gears, heater, leather, covers; £495.—Below.

1949 Austin A40 saloon, beige, heater, mechanically superb, one owner; £450; written guarantee; terms; exchanges; trade enquiries welcomed.

AROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2, Finchley 0052-3-4 any time. (C4065)

A40 convertible (7.7.54), leather, H.M.V. 8,300; £650.—Burns, 87, Playford Rd., Ipswich. (5715)

£410 o.n.o.—1949 Austin A40 saloon, heater, excellent condition throughout.—Staines 4629. (5854)

1952 A40 sports, perfect condition, 23,000 miles, black, fawn leather; £395.—Tel. Mirdfield 2108 Yorkshire. (5717)

AUSTIN A40

1954 Austin A40 Somerset, black, red leather, heater, one owner, 11,000 miles only, practically as new; £645.—Below.

1949 Austin A40 saloon, mist green sun roof, heater, exceptionally good condition; £495; terms, exchanges.—Northways Garage, Swiss Cottage, N.W.3, Primrose 1127. (C3026)

1954 (July) A40 saloon, black, heater, leather, overriders, 7,000 miles; £650.—West, 15, The Broadway, Woking, Tel. 4270. (5906)

1951 Austin A40 saloon, green, sliding head, de luxe equipment, well above average; £495.—Broadway Motors, 67, High St., Hounslow, Hou. 9175. (5896)

1953 Austin A40 Somerset, blue, sliding roof, heater, one private owner, excellent condition.—Wilkinson, Westside, Staindrop, Darlington. (5823)

1954 A40 saloon, 8,000 miles, immaculate throughout; £645.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1, Tel. Belgrave 3721. (C3006)

1953 Austin A40 Countryman, most carefully used; £560.—Smith & Hunter, 376, Kensington High St., W.1, Tel. Western 2512. (C4019)

1953 Austin A40 Somerset saloon, two-tone colour, splendid paintwork and interior, de luxe with leather upholstery, heater, radio equipment; £585.

1953 Austin A40 Somerset saloon, grey, de luxe model, low mileage, heater, leather upholstery; £575.

1952 Austin A40 Somerset saloon, de luxe model, leather upholstery; £560.—Below.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2, Gladstone 2231. Open week-days 8 a.m. to 6 p.m. (C2008)

1952 Austin A40 Somerset saloon, green; £565.—Montrose Motors (N. H. Boswell), 31, Kipping New Rd., Buckhurst Hill, Essex. (C3088)

1953 Austin A40 Somerset saloon, light blue; £595.—Montrose Motors (N. H. Boswell), 31, Kipping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. (C3088)

495 s.n.—1952 Austin A40 Somerset saloon, heater, leather, Dec.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2, Gladstone 2226. (C2022)

1950 Austin A40, black brown, radio, heater, sun roof, excellent throughout; £465.—Tom Allery Automobiles, 68, Hill Rd., Wimbledon 5849. (5791)

1954 (June) A40 Somerset coupe, 15,000 miles, one owner, leather, heater, leather seat covers, unblemished; £650.—Campbell Symonds, Wembley 6262. (C1037)

1949 Austin A40 saloon, grey, beige leather, heater, sun roof, immaculate; £445.—Vare Motors, 472, Archway Rd., Highgate, N.6, Mountview 5849. (5791)

1952 (November) Austin A40 Somerset convertible, 14,000 miles, spare unused, Embassy car; £585.—L. F. Dove, Ltd., 115, Addison Rd., East Croydon, Addiscombe 3066. (C1076)

1952 A40 Somerset saloon, grey, de luxe equipment, one owner, 25,000 miles, literally unmarked; £585.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6, Riverside 2881. (5901)

1954 Austin A40 Somerset, coronet cream/red, heater, 7,000 miles; £655; exchanges.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction), Batts 2252. (C3022)

PRIDE & CLARKE, Ltd., 1954 Austin A40 Convertible blue/blue, 12,000 miles, heater, £465; terms, deposit, balance over 2 years; exchanges, lists, guarantee.—237, Brixton Hill, S.W.2, Tel. 3664-5. (C3066)

1953 model Austin A40 Somerset saloon, blue, beige interior, fitted heater, one owner, engine recently overhauled at our own works; £592; Hillwood Motors, Mill Hill (London), 4232. (5592)

ARCHIE SIMONS & Co., Ltd.—1952 Austin Somerset saloon, beige/fawn upholstery, fitted heater, one owner, low mileage, exceptional condition; £565.—94, Gt. Portland St., W.1, Lan. 1343. (C4013)

1952 Austin A40 Somerset saloon, green, fitted heater, excellent condition throughout; £550.—Garage Service Co., Ltd., 1015, Finchley Rd., Golders Green, N.W.11, Speedwell 6692. (C2019)

1954 (June) Austin A40 Somerset, black, red leather upholstery, heater, guaranteed genuine 4,000 miles only, immaculate condition throughout; £650, £130 deposit, balance 94 months.

McLAREN & COX, Ltd., 928, High Rd., Finchley, N.12, Tel. Hillside 0560/9353. (C3063)

595 s.n.—Austin A40 1954 model Somerset saloon, Windsor grey, blue leather, heater, one owner, 1955; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1953 series Austin Somerset saloon, 20,000 miles only, private owner, finished grey, sliding roof, heater, leather upholstery, taxed, really immaculate; £575, with guarantee.—Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2, Tudor 2301-2. (C3018/1)

1953 (Nov.) Austin A40 Somerset saloon, beige, very good condition, £555; also 1952 Austin A40 G83 Devon saloon, black, heater, steering column change, £495; also 1951 Austin A40 Devon saloon, grey, radio, heater, immaculate, £470; also 1950 Austin A40 Countryman, green, new engine, brakes relined, perfect, £445.—Hale Motors, Ltd., Tot. 7771 (4 lines). (C2077)

Austin A40 Cars Wanted

CAR MART, Ltd., London distributors, are anxious to purchase Austin A40 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., 16, Uxbridge Rd., Ealing, W.5, Ealing 6600. (10957/R)

ALMOST new A40 required immediately.—54, Streatham Hill, S.W.2, Tulse Hill 2676. (W3016)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin A40 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

1949-50 A40—Flaxman 0513. [W2014]

H. A. SAUNDERS, Ltd., Golders Green, require—
AUSTIN A40 cars for cash.—140-144, Golders Green Rd., N.W.11. Speedwell 0011. [W4004]

A40 buyers.—Motocurists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 3301-2. [W3018]

AUSTIN A50

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1955 Austin A50 Cambridge, limited number of orders now acceptable from proven essential users for delivery ahead; from 6/8/55/70, demonstration, easy terms, brochures, application forms on request from:—

140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004]

1955 Austin A50 de luxe, colour streamline blue, 1,000 miles, radio; £775. [C4004]

C. L. & H. L. BLUNDELL, Ltd., Christ Church Rd., Folkestone, Kent. Tel. 2726. [S543]

1954 Austin A50 Cambridge de luxe, 2,300 miles, grey, as new.—Salmons Garages, Ltd., Temple Bar 3338. [C4029]

1955 (March) Austin A50 Cambridge saloon de luxe, one owner, 1,300 miles only, blue, leather, heater, as brand new; £695, written guarantee; terms, exchanges; trade enquiries welcomed.
HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-3-4 anytime. [C4065]

Austin A50 Cars Wanted

CAR MART, Ltd., London distributors, are anxious to purchase Austin A50 cars and will pay attractive prices for those in exceptional condition.—Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [C0058/R]

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN A50 cars for cash.—140-144, Golders Green Rd., N.W.11. Speedwell 0011. [W4004]

AUSTIN TWELVE

SIMPSON MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1939 Austin 12 4-door saloon, very clean car, £245; 1947 Austin 12 saloon, £365.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

165 cns.—Austin 12 1937 Ascot saloon, fawn, sliding head, beige leather, very good condition; terms, exchanges.—Rowland Smith, below.

125 cns.—Austin 12 1936 Ascot saloon, sliding head, leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4016]

Austin Twelve Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

AUSTIN FOURTEEN

1936 Gordon-Austin 14hp foursome drop head coupe, 36,600 miles, one owner, illness compels sale, strict condition; inspect Motocurist; no offers thanks.—Box 4631. [S670]

AUSTIN SIXTEEN

1946 Austin 16, in very good condition; £325.

SCOIT CAR, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/6678. [C4016]

LAMBS OF WOOD GREEN, established 1897. Austin bargains.

£369—Austin 16 saloon, leather upholstery, carefully maintained example, many extras.

LAMBS OF WOOD GREEN—100 guaranteed cars. Exchanges, hire purchase.—42/43, High Rd. (E. Finchley Underground), Tel. Finchley 6222/3-4. [C2052]

A & S for guaranteed 16hp Hire Limousines, choice of four 1951/52, from £695.

A & S (Limousines Purchased) Providence Court, North Audley Street, Mayfair 2941. [C1006]

1937 Austin 16 black saloon, reconditioned engine, two owners; £120.—Prospect 4649, after 1 p.m. [S581]

1947 Model Austin 16, outstanding condition; £135.—Kirkdale Cars, Cobbe Corner, Sydenham, S.E.26. Sydenham 6129. [C2068]

1949 model Austin 16 saloon, reconditioned engine, guarantee; £310; payments.—Vaughan, 17, Astwood Mews, S.W.7. Pro. 1319. [C4078]

AUSTIN 16 saloon, super condition, black, heater, etc.; £355.—Smiths, 220, Maryvale Rd., Bournemouth. [S590]

HEARSES, Hearses, Hearses, We can supply heater or deck heaters on the 16 h.p. chassis. Brochures available.

A & S (Limousines Purchased) Providence Court, North Audley Street, Mayfair 2941. [C1006]

1948 Austin 16 saloon, black, excellent mechanically and in appearance; £355.—Garage Service Co., Ltd., 1015, Finchley Rd., Golders Green, N.W.11. Speedwell 8692. [C2019]

1948 (Sept.) heater, radio, a beautiful car, faultless condition, £415; another 1948, one owner, heater, £395; terms and exchanges.—Oscar Moore, 204, Ballard Lane, N.3. Finchley 2960. [S313]

AUSTIN SIXTEEN

1949 model Austin 16 de luxe saloon, fitted radio, heater, immaculate throughout; £375.—Percy D. Gleeman, Ltd., 91, Cowley Rd., Oxford 5022. [S787]

HIRE car limousines, 1951-2, forward occasional, reasonable mileage, carefully maintained; £695.—11, Kendrick Place, South Kensington 6916. [C1105]

A & S Austin Sixteen Cars Wanted

Limousines, 16hp Hire Limousines required urgently, highest prices, immediate payment.

A & S (Limousines Purchased) Providence Court, North Audley Street, London, Mayfair 2941. [W1006]

HIRECAR limousine urgently required, 1951/1953, good price paid.—"Woodbury," Sheen Common (W1103)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

AUSTIN A70

CAR MART, Ltd.

LONDON Distributors.

1953-54 Austin A70 Hereford saloon, radio, heater, blue with blue upholstery; £585. [C1039]

1952 Austin A70 Hereford saloon, radio, heater, green with brown upholstery; £485.

CAR MART, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [C1039]

NEWNHAMS, Ltd.

1954 Austin A70 saloon, low mileage; £650.

NEWNHAMS, 235/7/9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024]

GLANFIELD LAWRENCE offer:—

1953 Austin A70 Hereford saloon, black with brown leather, sunshine roof radio, heater, windscreen washer, exceptional throughout; £665.

1950 Austin A70 saloon, radio, heater, excellent value; £445.—407, High Rd., N.12. Finchley 0091. [C2053]

ALLAN TAYLOR (MOTORS), Ltd., offer:—

1950 Austin A70, grey, heater, taxed to December, £495.

HIGH ST., Wandsworth, S.W.18. Tel. Vandryke 4435 (5 lines). [S328]

WHITEHALL MOTORS OF COVENTRY offer:—

1952 (late) Austin A70 Hereford de luxe saloon, finished grey beige, with brown leather interior, fitted heater, etc. small mileage, taxed year, exceptional condition; £585; terms, exchanges.

WHITEHALL MOTORS (COVENTRY), Ltd., Coventry Rd., Exhall, nr. Coventry, Tel. Redworth 3395-6. [S585]

1954 Hereford saloon, black, red leather, 7,000 miles; £695.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477/7478. [C3033]

1951 Hereford, 16,000 miles, radio, one professional owner, no dealers; £520.—Rodney 4221. [S607]

SIMPSON MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1951 Austin A70 utility, ash body; £525.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

1949 Austin A70 saloon, one owner; £395; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Moutview 5228 & 5774. [C4054]

1952 Austin Hereford saloon, 21,000 miles, one owner, immaculate; £545.

C & H. L. BLUNDELL, Ltd., Christ Church Rd., Folkestone, Kent. Tel. 2726. [S542]

1950 Austin A70 saloon, green, genuine mileage 21,000, radio, heater; £445.—Hale Motors, Ltd., Tot. 7771 (4 lines). [C2077]

1953 Austin A70, black, sunroof, radio and heater, one owner; £595.—Vandervels, 215, Haverstock Hill, N.W.3. Primrose 4441. [C3067]

1952 Austin A70 saloon, fitted with heater, one owner; £510.—Brew Brothers, Ltd., 153, Old Brompton Rd., S.W.7. Fremantle 3333. [C1068]

1950 Austin A70, grey, brown leather, heater, quite exceptional; £425.—Tom Allery Automobiles, 68, Hill Road, Wimbledon 3948. [S790]

1953 A70 saloon, 5,000 miles, chauffeur driven, showroom condition; £700 c.n.o.—Alfred E. Neale & Son Ltd., Austin House, London Rd., Hertford. [S537]

1952 Austin Hereford, fitted heater, loose covers, one owner, immaculate; £485.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Baywater 0085. [C1065]

JACK ROSE, Ltd., offer 1954 Austin A70 saloon, one owner, low mileage, almost unmarked; £685.—Stafford Rd., Wallington, Surrey. Wallington 6677/Burgh Heath 2376. [C3056]

1953 (July) Austin Hereford saloon de luxe, heater, 15,000 miles, one owner; £525.—Brew Brothers, Ltd., 153, Old Brompton Rd., S.W.7. Fremantle 3333. [C1068]

J DAVY, Ltd., offer Austin A70 countryman in beige, leather interior, radio, heater, 20,000 miles.—J. Davy, Ltd., 130-134, Kensington High St., W.8. Western 8641. [C1069]

1953 model (December 24, 1952) A70 Hereford saloon, one owner, carefully maintained; £545.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043]

1953 Austin Hereford saloon, low mileage, one owner, black, brown leather, heater, immaculate appearance, excellent performance; £625; written guarantee; terms; exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-3-4 anytime. [C4065]

AUSTIN A70

1952 Austin A70 saloon, one owner, small mileage, excellent condition; £500.—Le Grice Kiera, 107/9, Old Brompton Rd., South Kensington, S.7. Kensington 2477. [C2028]

1954 Austin A70 saloon, black with brown interior, full de luxe equipment, excellent condition; £635.—Dixon's Garage, 153, West Hill, Putney, S.W.15. Putney 0396. [C1075]

1952 Austin Hereford, 18,000 miles only, H.M.V. radio, a perfect specimen, written guarantee; £565.—London Cars, 302-8, Greenford Rd., Greenford, London. Wadlow 2643/4407. [C2057]

1952 Austin A70 Hereford, green/brown, heater; £525; exchanges.—Naylor & Root, Ltd., 28, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction), East. 2522. [C2028]

1952 (October) Austin A70 Hereford 4-door estate car, works body, heater, guaranteed; £685; exchanges; terms.—Palmer's, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 9968. [C2064]

1953 Austin A70 Hereford saloon, fawn, fitted heater, radio and leather trimmed, one owner, low mileage; £585.—S. Boven & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [C1063]

1952 Austin A70 Hereford saloon, blue, grey leather, heater, low mileage, immaculate, guaranteed; £585.—Kings Motors, 1, High St., Hounslow, Tel. 3532. [C2048]

1950 Austin A70 saloon, dove grey, brown leather upholstery, sun roof, heater, small mileage, excellent condition one owner, taxed December; £450.—82, Higher Drive, Purley, Uplands 0073. [S705]

1954 Austin A70, green, 11,000 miles only, one owner, virtually as new; £655.—Ace of Spades, Great West Rd., Hounslow 5478 (Osterley Station Tube), Open 9 a.m.-7.30 p.m., and Sunday mornings (for inspection). [C2050]

1952 (June) Hereford coupe, metallic grey, mileage 31,000, Duallex rings fitted recently, two tyres unused, three fair, zip tonneau cover, rubber carpets, Marchal spot lamp, heater; £310.—Hall, Strictly 78483, Birmingham. [S553]

545 cns.—Austin A70 late 1955 Hereford de luxe saloon, Windsor grey, sliding head, blue leather, heater, one owner, exceptional; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4019]

Austin A70 Cars Wanted

CAR MART, Ltd., London distributors, are anxious to purchase Austin A70 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [C0058/R]

H. A. SAUNDERS, Ltd., Golders Green, require:—

AUSTIN A70 cars for cash.—140-144, Golders Green Rd., N.W.11. Speedwell 0011. [W4006]

1950-1 A70 Hereford, with sun roof.—123, Rockingham St., Sheffield, 1. [S689]

ALMOST new A70 required immediately.—54, Streatham Hill, S.W.2. Tulsa Hill 2676. [W3016]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

AUSTIN A90

CAR MART, Ltd.

LONDON Distributors.

1951 Austin A90 Atlantic saloon, heater, metallic blue with grey upholstery; £525.

CAR MART, Ltd., 16, Uxbridge Rd., Ealing, S.E.6. Hither Green 1001. [C1039]

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

LATE 1951 Austin A90 hard top, finished in attractive pale blue with beige leather interior, fitted heater, taxed, in excellent mechanical condition throughout; £395.

HIRE-PURCHASE terms on the spot with no references, no formalities or guarantors; part exchange on your present motorcycle or car; always 200 cars under 2400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo Line 150 yards). [C4067]

H. W. MOTORS, Ltd., offer:—

1952 Austin A90 hard-top coupe, black/beige, exceptional condition, one owner; £565.—Bridge Motor Works, Walton-on-Thames, 2404, S-8. [C2042]

SLOCOMBES, Ltd., Willesden 4669, for cars with unique guarantee.

WE offer a most pleasant December, 1951, A90 Atlantic saloon in black with luxurious red leather interior, heater, screenwashers, 4 new tyres, taxed year, really fine chassis, a very quick and comfortable car or country carriage; £575; part exchange your car or motor cycle and have the balance put on hire purchase.

SLOCOMBES, Ltd., Car Division, Willesden 4669. [C4019]

LAMBS OF WOOD GREEN, established 1897. Austin bargains.

£525—1950 Austin Atlantic coupe, electric model, fitted heater and radio, cost new £1,700, at this performance economical.

LAMBS OF WOOD GREEN—100 guaranteed cars. Exchanges, hire purchase.—42/43, High Rd. (E. Finchley Underground), Tel. Finchley 6222/3-4. [C2054]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

- AUSTIN A90**
AUSTIN A90 1950 d.h., radio, heater; £465.—Kent Cars, Purley Way, Croydon 6225. [5798]
A90 hard top; £465.—John Gray, 20, Hermitage Lane, N.W.2, Speedwell 1242. [C2026]
- 1950-1** Austin A90 convertible; £475; payments. Oldfield, 286, Kensington High St., W.14. Wes. 6631. [C3029]
- £425**—September, 1950, A90, electric convertible, heater, radio, new hood, numerous extras.—Cosmic, Ltd., Escot St., Walsall 5911. [5553]
- 1950** Austin A90 electrical convertible; £485.—Monroe Motors (N. H. Bowell), 91/95, Epping New Rd., Buckhurst Hill, Essex, Tel. 1171-2. [C3098]
- 1951** A90 saloon, heater, radio, loose covers, very good condition throughout; £525.—Cavendish Motors, Cavendish Rd., Kilburn, N.W.5, Willesden 0046-7. [5879]
- 1951** Austin A90 saloon, black with beige leather, heater and radio, taxed, low mileage, immaculate and guaranteed; £565; deposit £145.—Stinson's, London Rd., Boston, Lincs. Boston 2854. [5830]
- 1950** Austin A90 convertible, green with beige leather, heater and radio, taxed, all electric, new Vynlide hood, a most desirable car, guaranteed; £535; deposit £135.—Stinson's, London Rd., Boston, Lincs. Boston 2854. [5831]
- Austin A90 Cars Wanted**
- C**
CAR MART, Ltd., London distributors, are anxious to purchase Austin A90 cars and will pay attractive prices for those in exceptional condition.—57, Davies St., Grosvenor Square, W.1. Mayfair 5011. [0059/R]
- H** A. SAUNDERS, Ltd., Golders Green, require:—
- A**USTIN A90 cars for cash.—140-144, Golders Green Rd., N.W.11. Speedwell 0011. [W4004]
- AUSTIN A90 (6-cyl.)**
- B**. J. HUNTER, Ltd., offer:—
- 1955** Austin Westminster saloon, 600 miles only, as new; £895.
- B**. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]
- H** A. SAUNDERS, Ltd., Golders Green, offer:—
- 1955** Austin A90 6 Westminster, limited number of orders now acceptable from proven essential users for delivery ahead; from £790/12/6, demonstrations, easy terms, brochures, application forms on request from:—
- 140**—144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004]
- A**USTIN A90 Westminster 1955 saloon de luxe, beige, 2,000 miles, taxed year; £835.—125, Bourne Way, Hayes, Kent. [5853]
- Austin A90 (6-cyl.) Cars Wanted**
- H** A. SAUNDERS, Ltd., Golders Green, require:—
- A**USTIN A90 6-cylinder cars for cash.—140-144, Golders Green Rd., N.W.11. Speedwell 0011. [W4004]
- AUSTIN EIGHTEEN**
- A**USTIN 18, 1939 Iver, blue, tyres, etc. as new, £635; Windsor, many extras; £450.—Smiths, Maryvale Rd., Bourneville. [5601]
- Austin Eighteen Cars Wanted**
- ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Austin 18.—Eamptstead (Tube), N.W.3 Ham. 6041. [W4018/R]
- 1939** Austin 18 Windsor/Iver 7-seater saloon required, other makes considered.—81, Alfred Rd., Winchester. [W1010]
- AUSTIN A125 & A135**
- A1** at Browns.
- 1952** Austin Sheerline, heron grey, radio, loose covers, heater; £595.
- W**. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025]
- L**. F. WARD, Ltd.
- 1952** Austin Sheerline, chauffeur maintained, black, beige upholstery, very nice car.
- L**. F. WARD, Ltd., Grange Rd. Garage, Grange Rd., Thornton Heath, Tel. 3347. [C4043]
- C**AR MART, Ltd.
- L**ONDON Distributors.
- 1953** Austin A125 Sheerline saloon, e'iding head, radio, heater, grey with grey t. upholstery; £525.
- 1950** Austin A125 Sheerline saloon, sliding head, radio, heater, black with beige upholstery; £575.
- C**AR MART, Ltd., Welsh Harp, Edgware Rd., London, N.W.3. Hendon 6500. [C1039]
- C**AR MART, Ltd.
- L**ONDON Distributors.
- 1950** Austin A135 Princess saloon, sliding head, radio, heater, maroon with beige upholstery; £450.
- C**AR MART, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054. [C1039]
- RUSSELL MOTORS** offer:—
- 1950** Austin Sheerline, 48,000 miles, recent recon. engine, one owner; £545.
- RUSSELL MOTORS** (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9298. [C3060]
- 1951** Sheerline, one owner since new, exceptionally low mileage; £635.
- SCOTT CARS**, 247, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016/1]
- AUSTIN A125 & A135**
- B**. J. HUNTER, Ltd., offer:—
- 1951** Austin Princess saloon, most superbly kept car; £825.
- B**. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]
- H** A. SAUNDERS, Ltd., offer:—
- 1950** Austin Sheerline saloon, black/beige upholstery, radio, heater; £595.
- 836**—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027]
- GORDON CARS** for good cars:—
- 1950** Austin Sheerline saloon, black, one owner, excellent condition; £555.
- GORDON CARS** (LONDON), Ltd., 373, Euston Rd., N.W.1. Eus. 6611. [C2025]
- H**. BEART & Co., Ltd., offer:—
- 1953** Austin Sheerline saloon, finished grey, loose seat covers, radio and heater, tyres almost new and in excellent order throughout; £845.—102, London Rd., and High St., Kingston-on-Thames, Kingston 3548. [C1081]
- GUY SALMON AUTOMOBILES** offer:—
- 1951** Austin A135 Princess saloon, black, moderate mileage, a most immaculately maintained example of this successful model which must be seen and tried to be fully appreciated; £550.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-3-5. [C4001]
- H** A. SAUNDERS, Ltd., Golders Green, offer:—
- 1951** (July) Austin Princess saloon, black/brown hide, one owner, spare unused, beautifully maintained, highly recommended; £775.
- 140**—144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [C4004]
- H** A. SAUNDERS, Ltd., Golders Green, offer:—
- 1955** Austin A135 Princess III, limited number of orders now acceptable from proven essential users for delivery ahead; from £2,182/15/10, demonstrations, easy terms, brochures, application forms on request from:—
- 140**—144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004]
- H** A. SAUNDERS, Ltd., Golders Green, offer:—
- 1952** (January) Sheerline saloon, black/beige hide, one owner, immaculate, highly recommended; £650.
- 140**—144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004]
- LAMBS OF WOOD GREEN**, established 1897, Austin bargains.
- £795**—1950-1 Austin Princess saloon, opportunity to acquire a magnificent specimen attractively priced, costing originally well over £2,000.
- LAMBS OF WOOD GREEN**—100 guaranteed cars, £ exchanges, hire purchase—42/45, High Rd. (E. Finchley Underground), Tel. Finchley 6222/3/4. [C2052]
- A&S** Long wheelbase Limousines, with guarantee from £1,175.
- 1951** Limousine, partition, wide forward occasional, carefully used, privately owned.
- 1952** Limousine, October registration, partition, forward occasional, privately owned, recorded mileage 14,000.
- 1953** Limousine, partition, forward occasional, one owner, black, mileage 12,000.
- A&S** and SAUNDERS (Limousines Purchased) Providence Court, North Audley Street, Mayfair 2941. [C1006]
- LAMBS OF WOOD GREEN**, established 1897, Austin bargains.
- £695**—1952 Austin Sheerline saloon de luxe, absolute immaculate throughout.
- LAMBS OF WOOD GREEN**—100 guaranteed cars, £ exchanges, hire purchase—42/45, High Rd. (E. Finchley Underground), Tel. Finchley 6222/3/4. [C2052]
- 1948** Austin Princess saloon, golden sand/beige, radio, in excellent condition; £495.
- DUNHAM & HAINES**, 46, Castle St., Luton, 2100-1. [C1079]
- 1950** Austin Sheerline, very good condition mechanically; £500.
- SCOTT CARS**, 547, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016]
- SIMPSON MOTORS** (WEMBLEY), Ltd., English Car Sales Division, offer:—
- 1950** Austin Sheerline, radio and heater; £550.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]
- PRINCESS L.W.B.** limousine, works mileage—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgraveia 3721. [C3006]
- £525**—1951 Austin Sheerline saloon, 1950, finished in silver-grey, with leather interior, heater and radio, one private owner, extremely good order.
- CAMDEN MOTORS**, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1035]
- 1951** Austin Sheerline, one owner since new, very low mileage; £615.—Cavendish Motors, Cavendish Rd., Kilburn, N.W.6, Willesden 0046-7. [5878]
- £745**—1950 Austin Princess saloon, superbly maintained and in most immaculate order throughout, radio, heater, Ace Rimbellishers, nominal mileage.
- CAMDEN MOTORS**, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1035/1]
- A**USTIN Sheerline saloon, 1952, grey hide, radio, heater, press-button jacking system, sun-shine roof, spotlights; magnificent condition throughout; £600; written guarantee; terms, exchanges; trade enquiries welcomed.
- HAROLD SIMONS**, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-3-4 anytime. [C4065]
- 1951** Austin Sheerline saloon, grey, radio, loose covers, maintained in real excellent condition by one owner; £595.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 8622. [C3019]
- 495** gns.—Austin Sheerline 1950 de luxe saloon, beige, sliding head, grey leather, radio, heater, twin passalights, Rimbellishers, automatic jacking, good tyres, carefully used, taxed, terms, exchanges, list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Eamptstead Tube), Hampstead 6041. [C4018]
- Austin A125 and A135 Cars Wanted**
- C**AR MART, Ltd., London distributors, are anxious to purchase Austin A125 cars and will pay attractive prices for those in exceptional condition.
- C**AR MART, Ltd., Austin House, 297, Euston Rd., London, N.W.1. Euston 1212. [0552/R]
- C**AR MART, Ltd., London distributors, are anxious to purchase Austin A135 cars and will pay attractive prices for those in exceptional condition.
- C**AR MART, Ltd., 520, Euston Rd., London, N.W.1. Euston 1212. [0057/R]
- H** A. SAUNDERS, Ltd., Golders Green, require:—
- A**USTIN A125, Austin A135 cars for cash.—140-144, Golders Green Rd., N.W.11. Speedwell 0011. [W4004]
- A&S** Limousines required urgently, immediate cash payment.
- A&S** and SAUNDERS LTD., Providence Court, North Audley Street, London, Mayfair 2941. [W1006]
- C**HAIR OF EALING require used Austin Sheerlines.—Fervale 4404. [W1043]
- A**LMOST new Austin A125 and A135 required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676.
- PRINCESS** required, 1950 or 1951 model, preferably not black.—Full details to: Seery, 662, Chelsea Cloisters, S.W.3. [5906]
- SEVEN** passenger 1951-1953 privately owned limousine required; details please.—"Woodoury," eleven common Drive, Richmond. [W1103]
- WANTED**, Austin Princess 1949-50 or 1951 model, in good condition, with reasonable mileage; cash.—Summers, 12, Rex Place, Park Lane, W.1. Grosvenor 1188. [5895]
- Austin Miscellaneous Cars Wanted**
- ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Austin.—Hampstead (Tube), N.W.3 Ham. 6041. [W4018/R]
- MARSTON MOTOR Co.** for your Austin.—Tel. Station 6000, Seven Sisters Rd., Tottenham, N.15. [0593/R]
- WEYBRIDGE AUTOMOBILES**, Ltd., the Austin distributors, currently require late type Austin.—Tel. Weybridge 233. [0541/R]
- Austin Spares and Service**
- A**FOR Austin—Wimbledon for everything Austin—spares pre-war and post-war exchange units from stock; also S.A. B.M.C. diesel spare parts and conversion sets ex stock; Saturdays till 6 p.m.; night spares service available till 11 p.m.
- WIMBLEDON MOTOR WORKS**, Ltd., 29, High St., S.W.19. Wim. 0123. [0414/R]
- NORMAND, Ltd.**
- F**IRST-CLASS mechanics and highly efficient supervision produce the best results.
- NORMAND, Ltd.**, 405-9, King St., W.S. Riv. 3665. [0229]
- THE CAR MART, Ltd.**
- L**ONDON distributors.—Spare parts for all model cars and trucks.
- THE CAR MART, Ltd.**, Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500); and at 16, Uxbridge Rd., Ealing, W.9 (Ealing 6600); and 382, Streatham High Rd., S.W.16 (Streatham 0054). [0160/R]
- C**. O. NORMAN and Co.
- A**UTHORISED Austin main spare parts stockists, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [0271/R]
- A**USTIN genuine spares and specialist service in the West End.
- S. MORRIS & Co.**, Cleveland Garage, Cleveland St. Tel. Mus. 1952. [0500/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin Spares and Service
HAMPTON COURT—Austin agents and specialists for sales and service.
G. W. WILKIN, Ltd., Lion Gate, Hampton Court, Mol. 6109. [E4053/1]

KINGSTON-ON-THAMES—Austin agents and specialists for sales and service.
G. W. WILKIN, Ltd., 1, Weston Park, and 64, Eden St., Kingston. Kingston 2241. [E4053]

AUSTIN, the main agents for spares, service and repairs.
TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 5151-60. [0916/R]

AUSTIN spares, any year, any part: largest stockists in U.K.; exchange units. Try Northwood's first—44-47, Newington Causeway, S.E.1. Hop 2832/2833. [0729/R]

EFFICIENT repairs! Immediate attention, parts, gears, gear boxes, seat covers: £5/10; trade discount; cars bought—old—T. & F., 10, Winchester Mews, N.W.3. Pri. 2647. [E4010]

AUSTIN 7 spares—Largest stockists, lowest prices, exchange units, crankshafts, blocks, dynamo, etc., a.s.e. for list—Witham's, 18, Balham Hill, S.W.12. Battersea 5280/5769. [0498/R]

AUSTIN parts and components for cars, vans and commercial vehicles—J. Gibbs, Ltd., Main Parts stockists, Longbridge House, Great West Rd., Bedford, Petham, Middlesex. Tel. Petham 4274/5. [0399/R]

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock, exchange engine, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock; repairs and service to Austin exclusively—57, Acre Lane, S.W.2. Brixton 1155. [0184/R]

AUSTIN-HEALEY

WM
1955 Austin-Healey, red, mileage only 300, nearly £100 under original cost; offered at £995.—Welbeck Motors, Ltd., 107, Crawford St., London, W.1. Welbeck 1159. [C4049]

H. W. MOTORS, Ltd., offer:—
1954 Austin-Healey 100 sports, service history; exceptional condition; £825.—Bridge Motor Works, Walton-on-Thames, 2404-5-6. [C2042]

GUY SALMON AUTOMOBILES offer:—
1955 (May) Austin-Healey 100, blue, 9,000 miles; £995.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

H. A. SAUNDERS, Ltd., Golders Green, offer:—
1955 Austin-Healey 100, limited number of orders now acceptable from proven essential users for delivery ahead: £1,063/12/6, demonstrations, easy terms, brochures, application forms on request from—144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004]

1955 (June) Austin-Healey 100, under 200 miles, as new: £975.—Robbins, East Putney; Tel. 7851. [C3010]

1953 Austin-Healey special Le Mans model, 14,000 miles, ice blue; £625.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 8456. [C4077]

J. H. BARTLETT—Austin-Healey 1955, 600 miles, £635; 1954, one owner, £775; your enquiries for the new Austin-Healey are most welcome, and we are particularly interested in quoting you for your second-hand sports car—27, Fembidge Villas, W.11. Bay 0523. [C1013]

Austin-Healey Cars Wanted

B. J. HUNTER, Ltd.,
FOR your immediate purchase of your Austin-Healey.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 8303. [W2040]

H. A. SAUNDERS, Ltd., Golders Green, require:—
AUSTIN-HEALEY cars for cash—140-144, Golders Green Rd., N.W.11. Speedwell 0011. [W4004]

BARTLETT will pay more for good Austin-Healeys—27, Fembidge Villas, W.11. Bay 0523. [W1013]

URGENT requirement, Austin-Healey—Richards & Carr, Ltd., 35, Kinserton St., S.W.1. Sloane 5424. [W3045]

Austin-Healey Spares and Service

FOR specialised Austin-Healey service bring your car to the Donak Healey Motor Co., Ltd., Le Mans tuning kits and high-compression pistons available—Address Donald Healey Motor Co., Ltd., Warwick, London Showroom: North Audley House, 42, North Audley St., W.1. [C089/R]

BENTLEY (3½, 4½-litre and New 4½-litre)
J. OLDING & Co. (MOTORS), Ltd., official Bentley and Rolls-Royce retailers, offer from their selection of used Bentley cars:—
1954 4½-litre standard saloon, black/tan hide, automatic: £4,250.
1954 4½-litre standard saloon, black/brown hide, automatic: £3,975.
1954 4½-litre standard saloon, automatic: £3,975.

IMMEDIATE delivery of Rolls-Royce Silver Dawn and Bentley Mark VI with special Freestone & Webb coachwork; also Rolls-Royce Silver Wraith with special coachwork for early delivery.
AUDLEY HOUSE, North Audley St., W.1. Mayfair 5242. [C3030]

BENTALLS, Ltd.
1950 Bentley Mk. VI standard steel saloon, finished in black with blue leather upholstery: £2,150.
1948-9 Bentley Mark VI standard steel saloon finished in two-tone grey, with blue upholstery, engine overhauled: £1,595.
KINGSTON-ON-THAMES. Kingston 1001. [C1088]

BENTLEY (3½, 4½-litre and New 4½-litre)

J. B. JACK BARCLAY, Ltd.
EXCLUSIVELY for Rolls-Royce and Bentley.
LARGEST official retailers in the world; please write for stock list.
JACK BARCLAY, Ltd., Berkeley Sq., May. 7444 (open until 7 p.m.). [C1082]

RIPPON.
RIPPON.
RIPPON BROS. Ltd.
THE Northern Bentley and Rolls-Royce specialists. Always have a good selection of used Bentley and Rolls-Royce cars in stock.
WRITE, call or telephone.
RIPPON EROS. Ltd., Huddersfield 7070 (10 lines). Also at
LEEDS, Bradford, Sheffield. [0906/R]

H. C. PAUL Ltd.
1952 Bentley standard steel saloon, 2-tone, mileage 30,000, history available: £2,700.
1949 Bentley standard steel saloon, mileage 35,000, 1950 type upholstery, exceptional: £1,795.
32, Bruton Place, Berkeley Square, W.1. Mayfair 0821. [C3040]

PB. Ltd., offer:—
1951 Bentley standard steel saloon, grey and blue leather, immaculate condition.
1937 Bentley Park Ward saloon, black, fawn leather, radio, chassis and body in excellent condition.
PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477/7478. [C5033]

H. R. OWEN, Ltd.
FROM our large and comprehensive stock we have chosen the following few cars as examples:—
1954 Continental saloon, by H. J. Mulliner, finished in jewel-tone maroon with beige hide upholstery, 9,000 miles, immaculate condition.
1953 4-door sports saloon, by James Young, finished in two-tone green with green hide upholstery.
1950 Standard steel saloon, finished in black with beige hide upholstery, 78,000 miles.
H. R. OWEN, Ltd.,
17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C5052]

JACQUIER, Ltd., offer:—
1949 (September) Mark VI standard steel saloon: £1,650.
1937 series H.K. Bentley 4½ saloon, Freestone & Webb, excellent condition: £685.
1934 Bentley 3½ Arnold sports saloon, exceptionally well maintained: £495.
1934 3½-litre Barker drop head coupe, nice condition: £345.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.8. Riverside 6877-8. [C2043]

RUSSELL MOTORS offer:—
1950 (November) Mark VI Bentley saloon, mid-light blue, one owner, recorded mileage 45,000: £1,675.
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C5060]

AUTOMOBILIA, Ltd., offer:—
1937 (Nov. 1956) Bentley 4½-litre 4-door de luxe sunshine saloon, Park Ward, grey, blue, radio, heater, rear lamp, excellent condition: £625.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304. [C1069]

TAYLOR & CRAWLEY offer:—
1952 (Oct.) Bentley "R" type saloon, one owner, 25,000 miles, quite immac., £3,225.
1952 (late) Bentley Mk. VI with beautiful Park Ward power-operated convertible, 11,000 miles, in brand new condition: £4,250.
42A, South Audley St., W.1 (entrance Adams Row), Mayfair, W.1. Gro. 6981. [4036]

EVANS & O'MALLEY offer:—
1936 Bentley 4½ saloon by H. J. Mulliner, finished two-tone grey/black, fitted two spares, sliding roof and heater, well above average, recent overhaul, in excellent condition.—Lowndes Sq., Knightsbridge, S.W.1. Sloane 1853, 1709. [1856]

MANN EGERTON & Co., Ltd.
1954 Bentley sports saloon with automatic gear, black, brown leather upholstery, 8,000 miles: £3,995.
1953 Bentley 4½-litre sports saloon, dark blue with grey leather upholstery, 19,000 miles: £3,350.
1953 Bentley 3½-litre sports saloon, dual grey with blue leather upholstery, 29,000 miles: £3,450.
1952 Bentley steel saloon, black with grey leather upholstery, 36,000 miles: £2,250.
MANN EGERTON & Co., Ltd.,
17, Berkeley St., W.1. Hyde Park 2073. [C2006]

MASCOOT MOTORS, Ltd., offer:—
1938 4½-litre Cockshott fourseams drop head coupe, choice of 2, from £650.
1937 4½-litre H. J. Mulliner sports saloon, choice of 8, from £650.
237-238, Kenal Rd., London, W.10. Ladbroke 1231/2. [C3007]

KNIGHTSBRIDGE MOTORS, Ltd., offer:—
1954 (March) Bentley Mark VI standard steel saloon, black 7,000 miles, automatic gear box, one owner, makers' history: £3,950.
1, Roberts Mews, Lowndes Place, Belgrave Sq., London, S.W.1. Sloane 4086. [C2036]

BENTLEY (3½, 4½-litre and New 4½-litre)

CHEST OF BOURNEMOUTH offer:—
1938 Bentley drop head coupe: £875.
1937 Bentley 4½ Park Ward saloon, choice of two: £775.
1937 Bentley 4½ by Gurney Nutting: £685.
CHEST OF BOURNEMOUTH, 14, Westcliff Rd., Bournemouth 7160. [C1069]

SANDERSON & HOLMES, Ltd., Derby.
THE official Rolls-Royce and Bentley retailers and repairers for E. Derbyshire, Leicestershire, Rutland and Burton-on-Trent. Tel. Derby 47471-6. [C4073]

R. & F. GRADWELL, Ltd., Blackpool, offer:—
1937 Bentley 4½-litre Park Ward saloon, finished black, grey hide, fitted heater, radio and lower seat covers, paintwork, chrome and interior in very excellent condition, £300 has just been spent on the engine and whole car is in post-war order.—Bellance Garage, Waterloo Rd., Blackpool. Tel. South Shore 42028-9. [5547]

COOMBS & BONS (GUILDFORD), Ltd., offer:—
1953 Bentley Mark VI H. J. Mulliner Lightweight saloon, 8,000 miles only: £4,350.
COOMBS & BONS (GUILDFORD), Ltd., St. Catherine's Portsmouth Rd., Guildford, Surrey, Guildford 6297-8-9. [C1067]

WESSEX MOTORS, New St., Salisbury, offer:—
1950 (May) 4½ standard steel saloon, finished in two-tone grey and black with grey upholstery.—Tel. Mr. Moules at Salisbury 5275. Part of the Bentley Organisation. [C4067]

1936 Bentley 3½-litre saloon, colour black: £600.
PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Tel. Potter St. 121. [C5058]

H. A. FOX & Co., Ltd., officially appointed Bentley retailers.
1954 (April) Bentley Continental, only 16,000 miles, in splendid condition and guaranteed: £5,990.
H. A. FOX & Co., Ltd. 3-5, Burlington Gdns., Old Bond St., London, W.1. [5548]

1950 (April) Bentley Mk. VI standard steel saloon, one owner: £1,795.
1947 (September) Bentley Mk. VI standard steel saloon, two tone grey with red leather: £1,595.
GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Eus. 4466. [C3025]

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts.
1950 Bentley Mark VI standard steel saloon, metallic grey, low mileage, immaculate condition throughout: £2,150; maximum h.p. terms available. [C1001]

SWANMORE GARAGE, Ltd., Bournemouth, Bentley specialists, offer:—
1954 Bentley 1935 3½-litre drop head coupe: £545.
1954 Bentley Mark VI 1950 Continental style saloon by H. J. Mulliner.
1937 Bentley 4½ special coupe by Gurney & Nutting, undeniably wonderful condition.
SWANMORE GARAGE, Ltd., 1178-1180, South Church Rd., Boscombe, W.1. Southbourne 43344-5. [C4094]

CAMDEN MOTORS offer the following high-class Bentleys from their stock of 500 cars.
BENTLEY 4½-litre coupe 1937, one of the most attractive and desirable drop head Bentleys on the road, Vanden Plas body of distinctly modern design, beautifully finished in black and upholstered throughout in finest quality dark red hide, excellent chrome, hood and tyres, general mechanical condition definitely in a class of its own, we have no hesitation in recommending this Bentley to the most discerning enthusiast: £695.

BENTLEY 4½-litre 4-door saloon, 4-light sportsman's body, underwritten by Park Ward, 1937 series and chassis, expertly maintained and in first-class mechanical order, has just undergone qualified engineer's examination and been passed as 100% satisfactory, midnight blue, finish of coachwork largely original, spick and span interior, new set of India Super tyres and tubes, discs, heater, fog lights and other extras: £595.

BENTLEY 3½-litre Mulliner 2-door sports saloon, 1935, two-tone grey coachwork with red waist line, only two owners since new, original log book available, together with instruction manual and full kit of tools as supplied when car was new, history available: £495.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1055]

CHARLES FOLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers, offer:—
1950 Bentley Mk. VI sal., black, red leather, 89,000 miles, exceptionally good condition throughout, 12 mths. guarantee: £2,250.
PART exchange and hire purchase arranged.

SHOWROOMS: 13, Berkeley St., W.1. Mayfair 6266.
SERVICE, Works & Stores—Barnsdale Yard, off Elgins Ave., W.3. Cunningham 5936. [C2010]

BENTLEY saloon, latest type automatic gear box, black, brown hide, negligible mileage.
BENTLEY Mk. VI saloon (May. '52), 25,000 miles only, black, brown hide, spotless condition.
BENTLEY 1935 3½-litre sports saloon, excellent condition.

WATSON & Co. (L'POOL), Ltd., Bold St., Liverpool (Royal 7080). [4989]

1935 Bentley 3½ sports saloon: £490, payments—£100 down, £100 monthly, Kensington High St., W.8. Wes. 6631. [C3007]

BENTLEY 4½-litre 1937 J.D. series Thrupp & Maberly saloon, in beautiful condition: £675.—81, Albans 5495. [5981]

BENTLEY May, 1956, 4½-litre Mulliner 4-door saloon: £550; seen by appointment only.—Neveer, Rhop-eyke, Chichester. Tel. 2366. [1954]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4½-litre and New 4½-litre)

1938 Rolls-Bentley Park Ward saloon, black and beige interior, in first-class condition; £275.—36, Nottingham Place, W.1. Welbeck 0542. [W4696]

1934 Bentley 3½, Barker saloon, good history; £475.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Telephone Mayfair 4576. [C1050]

1950 Bentley Mark VI Hooper estate car, radio, heater, etc., superb condition; £1,595.—Auto-work, Ltd., Southgate St., Winchester. Tel. 4965. [C1010]

1936 Bentley 3½ Park Ward sports saloon, engine just rebored, 5 as new tyres, excellent general condition throughout; £475 or terms.—Auto, 223, West End Lane, Hampstead 3430. [S781]

1955 unregistered Bentley Continental saloon will be available for delivery owing to special circumstances.—Full details from Abbey Garage, 37, Sutton Rd., Ealingham, 25. Ealingham 4101/2. [S676]

LATE 1934 3½-litre Bentley Park Ward saloon, recent extensive overhaul, receipts available for over £200, mechanically faultless and a most attractive car, taxed year, part exchange welcomed; £495.—STATION GARAGES, Ltd., Amersham. Tel. Amersham 870. [S5915]

1938 Bentley 4½-litre Mulliner Special pillarsaloon, black, brown interior, radio and heater, recently completely overhauled by Bentley at cost of over £500. A perfect car in all respects; £925.—HAMILTON MOTORS (London), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (2 lines). [C2032]

1938 (Oct.) Bentley 4½ sports saloon, Barker body, radio, heater and many extras, in magnificent mechanical condition, a full examination is heartily welcomed; £695; terms, exchange, trade enquiries welcomed.—HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-3-4 anytime. [C0465]

CENTRAL GARAGE (CROYDON), Ltd., offer 1939 Bentley with overdrive 4-door saloon in Park Ward, finished black with blue leather, whole car in excellent condition throughout; £1,050.—Fell Rd., Croydon, Surrey. Tel. 7464. [C1098]

1938-9 Bentley 4½ Park Ward Sportman's saloon, most beautifully finished in black with grey hide interior and carpets to match, fitted all nearly new tyres, H.M.V. radio, Ace discs, new battery, taxed; mechanically this car is in really wonderful condition throughout and is personally recommended by us, this has been the personal property of the manager for some time, may we give you a demonstration to prove our statements? £825; also 1937 Park Ward saloon, £625; also 1934 Orion sports saloon, beautifully finished black taxed, £395.—MILDSTONE ENGINEERING CO., Smeethurst St., Pendleton, Manchester, 6. Pen. 3457. [C3000]

BENTLEY (PRE 1931)

SHORT chassis 3-litre 1927 Red Label, excellent condition; £250, no offers.—Tel. Molesley 6140. [S652]

BENTLEY 5-litre Red Label, rebuilt, 2-seater on the rare 9th chassis, full history, first class order and excellent tyres; £295 or terms.—Auto, 223, West End Lane, Hampstead 3430. [S790]

Bentley Cars Wanted

C **M** **CAR MART, Ltd.**, official retailers, are anxious to purchase Bentley cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. [C0958/R]

R **ROWLAND SMITH'S the Car Buyers**—Highest cash prices for Bentley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

JACK **OLDING & Co. (MOTORS), Ltd.**, official retailers, O purchase good used Bentley cars—Audley Estate, North Audley St., W.1. Mayfair 5242. [W3030]

H **A. SAUNDERS, Ltd.**, Golders Green, require;—BENTLEY cars for cash—140-144, Golders Green Rd., N.W.11. Speedwell 0011. [W4004]

BARTLETT will pay more for good pre-war Bentleys.—37, Pembridge Villas, W.1. Bay. 0523. [W1013]

WE will buy or part exchange your Bentley for a new one.—Loxham's Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4245. [W2064]

A **SPECIAL** bodied K-type Bentley required; details service history and lowest price to—Acland & Taber, Welwyn 2481-2-3. [W1001]

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 253. [C040/R]

PRIVATE purchaser requires low mileage Bentley, special bodywork preferred, automatic gear but not essential; state lowest price to—Box 4559. [S618]

WE are open to purchase any type pre-war Bentley cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Livingstone 3562. [C0062/R]

WE require good pre-war Bentleys, top prices paid for genuine cars.—Altwood Garage, Altwood Rd., Maidenhead, Littlewick Green 70. Evenings and week-ends Littlewick Green 3076. [W1107]

TAYLOR & CRAWLEY will buy low-mileage, pre-war and Mark VI Bentleys at attractive cash prices—42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. [W4036]

Bentley Spares and Service

JACK **OLDING & Co. (MOTORS), Ltd.**, official Bentley service, overhauls and renovations—84-90, Holland Park Ave., Kensington, Park 9077.

SERVICE reception in Mayfair, 18, Providence Court, North Audley St., Mayfair 5242. [S8030]

Bentley Spares and Service

A **SERVICE** unequalled.

OFFICIAL repairers Bentley cars.

SERVICING or overhauls.

COACHWORK renovations and accident repairs.

SPARES all models.—Tel. Flaxman 2223 (5 lines).

JACK BARCLAY (SERVICE), Ltd., Danvers St., Chelsea, S.W.3 (near Battersea Bridge), [S1062/R]

CHARLES FOLLETT, Ltd., officially appointed repairers and repairers.

SHOWROOMS, 16, Berkeley St., W.1. Mayfair 6266.

SPARE parts

SERVICE; Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0593/R]

ALL spares and replacements for pre-war Rolls-Royces; full repair service at most favourable prices.—Compton, 69, Westow St., Crystal Palace, Tel. Livingstone 3562. [0490/R]

B.M.W.

1939 B.M.W. type 320 4-door saloon, wonderful maintenance history; £295.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Slo. 5213. [C4036]

BOND MINICAR

1954 Bond, 4,500 summer miles; £235 o.n.o.; tools (evenings) Hallwood, 174, Staines Rd. Ilford 1547

Bond Minicar Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Bond.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

PRIDE & CLARKE, Ltd., Bond Minicar buyers, h.p. accounts settled; exchanges.—Stockwell Rd., S.W.9. Brixton 6251. [W3068/R]

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.

RAYMOND WAY OF KILBURN. [0827/R]

BORGWARD

METCALFE & MUNDY, Ltd.

1954 2½-litre sports saloon, 2,000 miles, radio, heater and every conceivable extra, serviced by from new; for sale due to domestic reasons only.

1954 Borgward diesel of lux shooting brake, one owner, 10,000 miles odd, heater, blinkers, Ace Rimbellishers and every conceivable extra; a bargain at £1,050.

METCALFE & MUNDY, Ltd., Sole Concessionaires, 290, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064]

BRISTOL

L. F. WARD, Ltd.

1949 Bristol 400 saloon, car maintained by us, L. F. WARD, Ltd., Grange Rd. Garage, Grange Rd., L. Thornton Heath. Tel. 3547. [C4043]

BROOKLANDS—Individually.

1951 Bristol 2-litre 401 saloon, radio, heater.

BUY or sell with confidence; cars purchased for cash.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029]

AUTOMOBILA, Ltd., offer:—

1948 (July) Bristol type 400 sports saloon, blue, beige leather, radio, heater, demister, excellent condition, cost £2,800; sacrifice, £725.—Automobila, Ltd., Pippbrook Garage, Dorking 4304. [C1089]

BRISTOL 400 saloon, June 1949, in off-white, radio, heater, very good condition throughout.

BOLTON OF LEEDS, Ltd., 14, Harrison St., Brigsteat, Leeds, 1. Tel. 20114. [S5911]

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [C018/R]

J. H. BARTLETT—Bristol late type 400 saloon, a really superb specimen with every extra; open to the most critical examination; £1,000.—37, Pembridge Villas, W.1. Bay. 0523. [C1013]

ROSE & YOUNG, Ltd., offer:—1950 Bristol 401 saloon, exceptionless condition; Grey, £1,135.—65-69, St. John's Rd., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tel. 6464. [C3057]

1953 (August) Bristol 403 saloon, 16,000 miles only, heater, radio, taxed, just passed by makers, faultless and immaculate; £1,750; terms.—Phillips Foster, 108, High St., Oxbridge. Tel. 4202. [S5868]

1953 Bristol 401, most carefully maintained, immaculate, in every way; £1,695.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Slo. 5213. [C4036]

1950 registered Bristol 400, black, radio, heater, 3 S.U. carburetors, immaculate example; £875.—Toworth Motors, Ltd., Kingston By-Pass, Twickenham, Elmbridge 2254. [C4081]

BRISTOL—If you're seeking a Bristol 2-litre saloon, used or new, you cannot afford to ignore the Bristol distributors; demonstration 403 available any time; distance no object; part exchanges and confidential terms with pleasure; catalogue by return post.—Charles Cruickshank Motors, The "Bristol" centre of the Tel. 25280. [0474/R]

Bartlett will pay more for good Bristols.—37, Pembridge Villas, W.1. Bay. 0523. [W1013]

PRIVATE buyer requires Bristol 405 saloon or coupe new, or low mileage used considered.—Box 4500. [S5928]

Bristol Cars Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Bristol.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

XXX Excellent cash prices for good Bristol cars.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003]

Bristol Cars Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Bristol.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

XXX Excellent cash prices for good Bristol cars.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003]

B.S.A.

B.S.A. 10hp saloon, special Mulliner coachbuilt body, 1934 model, only 35,000 miles, one owner, garage maintained, exceptional condition; seen Eastbourne; £145 o.n.o. for quick sale.—Box 4579. [S6933]

B.S.A. Cars Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for B.S.A.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

B.S.A. Spares and Service

BAWNS BRISTOL, Ltd., for genuine Scout spares, also some second hand.—170, Coronation Rd., S. Tel. 63025. [S2377]

BASIL ROY, Ltd.—B.S.A. (Scout model); spares comprehensive stock, wholesale and retail.—161, St. Portland St., W.1. Langham 7733. [0144/R]

BUGATTI

5-litre 4-door coach, first-class order, £450; 3.3-litre 1939 show model pillarless saloon, £390.—J. Lemon Burton, Lonsdale Rd., London, E.W.6. Maida Vale 1531. [0870/R]

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, Lonsdale Rd., Kilburn, N.W.6. Maida Vale 1531. [0071/R]

BUICK

1938 Buick, in excellent condition; £245.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016]

WORKING MOTORS (Mercedes Distributors).

1940 Buick Viceroy saloon 31hp, leather, excellent condition, one owner; £350.—Maybury Hill Garage, Woking 4277-8. [C4057]

1950 Buick Dynaflow, heater, radio, two-tone, immaculate.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016/1]

1952 Buick Riviera, very low mileage, heater, radio, loose covers, in immaculate condition.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016/2]

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015]

1954 Buick special saloon, 7,000 miles, a really beautiful car, all extras.—Tel. Camberley 1600, ext. 250.

RHD 1952 Buick Super Riviera sedan, black, radio, heater, magnificent condition; £1,625.—Mervyn Austin, Kensington 7974 or Welbeck 6655.

1952 Buick Dynaflow saloon, left-hand drive, dual silver and blue, 14,000 miles, £1,495.—Weybridge Automobils, Ltd., Queen's Rd., Weybridge 235. [C4028]

1949 Buick, right-hand drive, heater, loose covers, etc., black.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.5. Kensington 4858. [C4028]

1947 Buick Clubman 2-door fixed head coupe, dual blue and stainless steel, truly magnificent vehicle; £475.—Acres Autos, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002/A]

1949 Buick Roadmaster Jet sedan, carefully maintained at Lendrum & Hartman's, beautiful car; £795.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Slo. 5213. [C4036]

Buick Cars Wanted

SIMPSON MOTORS (WEMBLEY), Ltd., the Buick buyers. Wembley 8691/3905. [W4015/R]

XXX Excellent cash prices paid for good Buick cars.—H. F. Edwards, 20-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001]

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0304/R]

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141/R]

CADILLAC

CHARLES FOLLETT, Ltd., offer:—

1939 model 60S Cadillac 4-door saloon, black, 1939 speedo reading 51,000, really superb order and very impressive car; £595; h.p. facilities.

SHOWROOMS, 16, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 55956. [C2010]

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015]

A & S Limousine, Cadillac, 1949, magnificent partitioned seven passenger, widest occasionals, 48,000 miles. £950.

A LPE and SAUNDERS (Limousines Purchased) A Providence Court, North Audley Street, Mayfair 2941. [C1006]

HIRE car, 1938-39 Cadillac fitted with Perkins P.6 diesel engine, 35/40 m.p.g.; £290 o.n.o.—Tel. Riverside 6562; 72, Asten Gardens, London, W.6. [S5886]

1953 Cadillac, under 5,000 miles, radio and heater.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.5. Kensington 4858. [C4028]

1954 (Show) Cadillac super de luxe convertible, 42hp, power steering, 5,000 miles, brand new condition.—Taylor & Crawley, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. [C4036]

Cadillac Cars Wanted

JOE THOMPSON (MOTORS), Ltd., require Cadillacs.—91-95, Fulham Rd., S.W.5. Kensington 4858.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Cadillac Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac buyers. Wembley 8691/3903. [W4015/R]

Sole concessionaires Lendrum & Hartman, Ltd., will purchase any Cadillac models—Showrooms, Bullock House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [10004/R]

Cadillac Spares and Service
Lendrum & Hartman, Ltd., Bullock Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [10012/R]

CHEVROLET

WHITEHALL MOTORS, Ltd., of Coventry, offer:—

1950 Chevrolet Styletite, torpedo bodied saloon, r.h.d. finished in metallic blue and chrome with fawn broadcloth interior, fitted radio, heater, with side-wall tyres, swirl spot lamps and many other extras, a most magnificent vehicle; terms or exchanges.

1946 Model r.h.d. Chevrolet Fleetline 4-door de luxe saloon, in black and chrome, with fawn interior, Tygan covers, radio, heater, wipers, etc., a very well maintained car, in superb condition, taxed; £450.

WHITEHALL MOTORS (COVENTRY), Ltd., Coventry Rd., Exhall, nr. Coventry, Tel. Bidworth 3395/6. [5697]

1955 Chevrolet r.h.d. 4-dr. Bel Air sedan, radio and heater, 5,000 miles only; £1,875.

NEW Chevrolet Bel Air 4-dr. station wagon, Powerglide radio, heater, l.h.d.; £2,519/16/9.

1954 Chevrolet r.h.d. 4-dr. sedan, Powerglide, radio, heater, 6,000 miles; £1,495.

1953 Chevrolet 4-dr. r.h.d. Bel Air sedan, Powerglide, radio, heater, 15,000 miles; £1,445.

16000 Model r.h.d. Chevrolet Fleetline 4-dr. l.h.d. saloon de luxe; £795.

BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London & Home Counties, 13-14, Upper St. Martin's Lane, London, W.C.2 (Ad), Leicester Square Tube Station.) Temple Bar 3558. [C1027]

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015]

1951 Chevrolet saloon de luxe, black and cream, R/H drive, radio, heater, immaculate condition; £725.

JACK GREEN CARS (LONDON), Ltd., 191-5, Watford Rd., S.E.17, Rodney 7111-2. [C3088]

1950 (registered '51) Chevrolet 4-door saloon, heater; £625.—Jas Thompson (Motors), Ltd., 91/95, Fulham Rd., South Kensington, S.W.3, Kensington 4858.

1947 Chevrolet 4-door saloon Fleetmaster, right-hand, in good order, heater, radio, taxed; first £485.—Apply R. J. Bowers, 10, Boshaw, Dronfield, Derbyshire. [5822]

1951 Chevrolet convertible, power-glide, power top, radio, heater, immac. condition; £935.—Taylor & Crank Corner, 33, Grosvenor Crescent, S.W.1. Slo. 5213. [C4036]

1946 (registered) Chevrolet 4-door Master saloon, fitted radio, wipers, loose covers, steering gear change, a very sound vehicle at bargain figure, £250.—A.Z. Motors, Palmerston Rd., N.W.9, Mai. 4725. [C1011]

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chevrolet buyers.—Wembley 8691/3903. [W4015/R]

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (Ad), Leicester Square Tube Stn., London, W.C.2. Temple Bar 3558. [W1027/R]

Chevrolet Spares and Service

CHEVROLET—Concessionaires for the United Kingdom hold good stock of spares, same day service.—B. & O. Concessions, Ltd., 15/14, Upper St. Martin's Lane, London, W.C.2. Temple Bar 3558. [0677/R]

CHEVROLET—Spares parts and service for cars and trucks.—Chevrolet distributors with large stocks and prompt service.—Green Ace Motors, Ltd., 301, Norwich Rd., Ipswich, Tel. Grundisburgh 300. [0801/R]

CHRYSLER

1950 Chrysler Plymouth r.h.d. saloon, immaculate; £675.—Mansfield Autos, 48, Fitzroy St., London, W.1. Euston 2587. [C3001]

1947 Plymouth Chrysler saloon, black, matching grey tartan covers, taxed, excellent condition; £400.—W. H. Mealing, 59, Richardson St., High Wycombe 3160. [5739]

CHRYSLER Plymouth 9-seater limousine, column gear shift giving extra front seat, float-on-air suspension, powerful yet economical six engine, a magnificent carriage that would not disgrace the most exclusive hire service, offered at the bargain price of £195; terms possible.—Eltham 3610. [5746]

1952 (interior, fitted radio, heater, whitewall tyres and spot lamps, with hydraulic gears, whole car in immaculate condition throughout; £1,450.—Bella Service Garages, 144, London Rd., Kingston-on-Thames 1185. [C1015]

Chrysler Cars Wanted

UTOGALES (LONDON), Ltd.,

UTOGALES distributors will purchase all types of Chrysler vehicles.—59-63, Belisle Rd., Swiss Cottage, N.W.6. Mai. 5555/2153. [0644/R]

ROWLAND SMITHS, the Car Buyers—Highest cash prices for Chrysler—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

Chrysler Spares and Service

UTOGALES (LONDON), Ltd.,

CHRYSLER distributors, spares for all models, exchange reconditioned units in stock.—59-65, Belisle Rd., N.W.6. Mai. 5555-2155. [0405/R]

CITROEN

C. O. NORMAN & Co.,

CITROEN Sole Distributors for the County of London. Service spares and replacement units. Fully guaranteed used models at competitive prices, always in stock.—50, Vauxhall Bridge Rd., S.W.1. Vie. 2211. [0756/R]

CITROEN

WORKING MOTORS (Mercedes Distributors).

1952 Citroen 6-cylinder saloon, maroon, sliding roof, one owner, excellent condition, low mileage; £575.—Maybury Hill Garage, Woking 4297-8. [C4057]

1948 Citroen Light 15, very nice condition; £375. [C4016]

SCOTT CARS, 347, Finchley Rd., London, N.W.5. Tel. Hampstead 7779/8676. [C4016]

1934-5 model 12hp, f.w.d., resprayed, heater; £110.—Hodson, 76, Palermo Rd., N.W.10. [5894]

1952 Citroen Light 15, superb mechanical and body condition; £350.—Ilford 2344, or Val. 8962 evenings. [5663]

1954 (model) Light 15, moderate mileage; £675.—Mansfield Autos, Ltd., 48, Fitzroy St., London, W.1. Euston 2587. [C3001]

1953 Citroen Light 15, saloon, sliding roof, one owner, taxed; £585.—Carris Motors, Ltd., Lewisham Bridge, S.E.13. Lee 8385. [5614]

1952 Light 15 fitted radio, taxed December; £475.—George Yard, Grosvenor Square, W.1. Mayfair 0131. [C3008]

1953 Big 15, green, one owner, 15,500 miles, immaculate; £625.—Miller-Barry, Three Oaks, Fyford, Surrey. Blythe 2301. [5699]

JACK ROSE, Ltd., offer:—1951 Citroen 15 saloon, clean inside and out; £450.—Stafford Rd., Wallington, Surrey. Wallington 6677/Burgh Heath 2376. [C3056]

£379—1948 Citroen Light 15, excellent condition. G.P. (Balham), Ltd., 26, Balham Hill, S.W.12 (100 yds Clapham South Tube). East. 1107-8-9. [C3054]

CASS'S MOTOR MART.—1951 (May) Citroen 15 de luxe saloon, black, unblemished, red, genuine 31,000 miles, you must see this car, she is equal to any 1953 examples, taxed ready for immediate use; £480.

1951 Citroen Light 15 de luxe saloon, finished in unblemished and immaculate black with brown hide interior, fitted heater; this is a genuine one-owner specimen example and has been maintained regardless of cost, you must see this car, she is equal to any 1953 examples, taxed ready for immediate use; £480.

MAIDSTONE ENGINEERING CO., Smethurst St., Pendleton, Manchester, 6. Pen. 3457. [C3000]

Citroen Cars Wanted

R

ROWLAND SMITHS, the Car Buyers.—Highest cash prices for Citroens.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

C.N.K. MOTORS are very good buyers of Light 15s.—353, Finchley Rd., N.W.3, Hampstead 5712. [W4018/R]

L.E.X. GARAGES, Ltd., Ace Corner.—Consult the largest buyers of used Citroens in England.—North Circular Rd., W.10. Sig. 5595. [0971]

KENTISH & THOMSON, Ltd., are always keen to purchase good Light 15 and 6-cylinder models.—564, Wickham Rd., Croydon. Tel. Springpark 3477.

Citroen Spares and Service

SOUTH of the Thames.

BALES of Croydon, distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croydon 3131-2. [0187/R]

SHRIMTON'S MOTORS, Ltd., Distributors, W.8. Showrooms, 242-4, Brompton Rd., S.W.3. Ken. 3458.

SPARES and Service: 137/143, High Rd., Chiswick, W.4 (Chis. 6159), and 47, Montrose Place, Halkin St., S.W.1. (Sloane 5490). [0727/R]

BOWEN ROAD GARAGE & ENGINEERING CO., Ltd., Bowes Rd., N.11 (Bow 2264); specialists on Citroen body repairs and mechanical overhauls, swirl joints reconditioned 48hrs; all spares stocked. [0585/R]

CONNAUGHT

J. N. BARTLETT—Connaught 100 mph plus 2-seater, just reconditioned, £525.—27, Penbridge Villas, W.11. Bay. 0523. [C1013]

DAIMLER

BENTALLS, Ltd.,

1950 Daimler 2½-litre saloon, black, green upholstery, heater; £555.—Kingston-on-Thames 1001. [C1093]

DENHAM'S for Daimler.

ALWAYS a selection of good used cars available; see our advertisement under "Daimler New Cars."

DENHAM'S GARAGE (ESHER), Ltd. Tel. 3560 Esher, Surrey. [C1100]

B. J. HUNTER, Ltd., offer:—

1951 Daimler Consort saloon, chauffeur driven, wonderful condition; £750.

B. J. HUNTER, Ltd., 22 Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [2940]

H.W. MOTORS, Ltd., offer:—

1954 Daimler Century saloon, black/red upholstery, 11,000, as new; £1,325.—Bridge Motor Works, Walton-on-Thames 2404-5-6. [C2942]

BROOKLANDS: Appointed retailers.

1954 Daimler Century saloon, s/h.d., 9,000 miles.

1951 Daimler Consort saloon, radio, 14,000 miles.

BUY or sell with confidence, guarantee.

103, New Bond St., London, W.1. Mayfair 8351. [C1029]

GUY SALMON AUTOMOBILES offer:—

1953 (August) Daimler Conquest saloon, metallic grey/red leather, Radiomobile, nominal mileage, excellent condition; £995.—Purmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

DAIMLER

DENHAM'S for Daimler.

ALWAYS a selection of good used cars available; see our advertisement under "Daimler New Cars."

DENHAM'S GARAGE (ESHER), Ltd. Tel. 3560 Esher, Surrey. [C1100/1]

WARWICK WRIGHT, Ltd., offer:—

1953 (November) Daimler Conquest saloon, green with green upholstery, fitted heater, 6,000 miles; £1,145.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

STRATSTONE, Ltd., Daimler distributors.

A WIDE selection of used Daimler cars available for immediate delivery.

STRATSTONE, 40, Berkeley St., W.1. Mayfair 4804. [C4022]

KNIGHTSBRIDGE MOTORS, Ltd., offer:—

1953 (September) Daimler Conquest saloon, black, one owner, 11,000 miles, just deacidised and serviced, specially fitted sliding roof, new condition; £1,075.

1,000 Mews, Lowndes Place, St. James's, London, S.W.1. Sloane 4086. [C2036]

DENHAM'S GARAGE (ESHER), Ltd., offer:—

1955 (March) Daimler Conquest saloon, as new condition throughout; £1,395.

DAIMLER special sports coupe, first reg. Oct. 1951, immaculate condition throughout, fitted with special bench rear seat, H.M.V. push-button radio; £1,175.

DAIMLER Consort saloon, registered Dec. '51, immaculate one owner car, black with brown leather, fitted loose covers, heater and demister; taxed Dec.; £755.—High St., Esher, Surrey. Tel. 3560. [C1100/2]

CHARLES FOLLETT, Ltd., official Daimler agents.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works & Stores, Barnadoe Yard, 40, Egham Ave., W.8. Cunningham 5896. [C2011]

1955 model Daimler 2½-litre Century saloon, 4,000 miles.

1954 Daimler 2½-litre Conquest saloon, 9,000 miles, 4 months' guarantee.

GREEN & ZONIS, Ltd., 246-252, Deansgate, Manchester, 2. Tel. Deansgate 532-6. [C2028]

1951 Daimler Consort, heater, radio, in superb condition throughout; £750.

SCOTT CARS, 347, Finchley Rd., London, N.W.5. Tel. Hampstead 7779/8676. [C4016]

1952 Daimler Consort, maroon, radio, heater, immaculate; £875.—Campbell 8990000. [C1077]

1951 Daimler Consort saloon, one owner, black, excellent throughout; £775.—A. J. Allen, Hill 1144. [5382]

1949 Daimler 2½-litre saloon, royal blue, 35,000 miles, heater, immaculate; £575.—A. Gray & Co., Ltd., Guildford 2887. [5676]

DAIMLER—Always a good selection available at Coventry & Jeffs, Ltd., Daimler Specialists, Bristol 20091. [0667/R]

CASS'S MOTOR MART.—1948 series Daimler 2½-litre saloon, black, unblemished, outstanding condition throughout; £500.

1952 Daimler Consort 2½ saloon, black, unblemished, genuine 21,000 miles, one owner; £895; written guarantee.—5, Warren St., W.1. Euston 4110. [C1040]

1948 Daimler 2½-litre 4-door 6-seater estate car, £200 recently spent at Daimlers, in excellent mechanical order; £350.

ALEXANDER ENGINEERING CO., Ltd., Haddenham, Bucks. Tel. 345. [C1094]

1939 Daimler 2½-litre saloon, superb condition throughout; £315.—Kirkdale Cars, 4000s Corner, Sydenham, S.E.26. Sydenham 6128. [C2064]

595 gns.—Daimler 1950 2½-litre coupe, black, brown leather, heater, exceptional; terms, exchanges.—Rowland Smith, below.

395 gns.—Daimler 1947 model 2½-litre de luxe saloon, sliding head, leather, heater, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1952 Daimler Consort, black, brown leather, one owner, car in new condition, guaranteed; £925.

RIPCO, Ltd. (Daimlers purchased), 16, Albemarle St., Mayfair, W.1. Hyde Park 2932-3-4. [C3952]

1953 (Dec.) Conquest, one owner, colour grey, 11,000 miles, 100% reliable from new; 1,000 miles; £1,185.—R. F. Fuggle, Bushey Heath, Herts. [C2017]

1949 (August) Daimler 2½-litre saloon, black, immaculate condition; £645.—Park Garages (Molesey), Ltd., Hampton Court Way, Molesey, Surrey, Tel. Molesey 6199. [C3957]

1947 Daimler 2½-litre de luxe saloon, 2-tone black and cream, excellent condition throughout; £395.—Perry D. Stearns, Ltd., 91, Cowley Rd., Oxford 5023. [5786]

1951 Daimler Consort saloon, blue with wine leather upholstery, fitted radio, moderate mileage, taxed for the year; £825.—Coventry & Jeffs, Ltd., Bristol 80091. [5667]

1948 Daimler 2½-litre saloon, black with brown leather, radio, heater, seat covers, one owner, immaculate; £475.—Carris Motors, Ltd., Lewisham Bridge, S.E.13. Lee 8385. [5613]

£645—1950 Daimler 2½-litre special coupe, scarce and very desirable Barker drop head, 4½-seater body, beautifully finished in black, 4-position hood, exceptional mechanical order.

CAMDEN MOTORS, Leighton Buzzard 2041—Write for catalogue. Showrooms open until 8 p.m. [C1045]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DAIMLER

1952 Daimler Consort, black, one owner, radio, heater, fog lamp, windscreen washers, in immaculate condition.—Rob Gerard Cars, Abingdon, Oxfordshire. Tel. 6151-2-3-4. [5665]

1949 Daimler 2½-litre saloon, maroon with red leather upholstery, fitted H.M.V. radio, heater, excellent condition throughout; £625.—Covett & Jeffs, Ltd., Bristol 2091. [5866]

J. DAVY, Ltd., offer Daimler Consort saloon, black with biscuit leather upholstery, heater, 23,000 miles only, one owner—J. Davy, Ltd., 180-184, Kensington High St., W.8. Western 9641. [C1069]

1953 (July) Conquest saloon, green, green hide upholstery, radio, heater, carefully maintained, in perfect condition, one owner; £1,000 o.n.o.—Nugent, Willards, Dunfold (304), Surrey. [5078]

1935 Daimler 30, Barker body, dual black and blue, genuine mileage 30,000 since new, immaculate condition throughout; £375.—Weybridge Automobiles, Ltd., Queens Rd., Weybridge 235. [5345]

£1195—1954 Daimler Conquest saloon, black, beige upholstery, recorded mileage 8,000, fitted heater, radio, wing mirrors, in immaculate condition throughout.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070]

1953 Conquest saloon, 11,000 miles, radio, heater, one owner, very exceptional unmarked condition; reason for sale, new Conquest; A.A. inspection invited; £1,025; terms, exchange—T. & P., 10, Winchester Mews, N.W.3. Fri. 6159. [C8100]

1935 Daimler Straight-8 7-seater limousine by Hooper, new 1954, fully indistinguishable from new, black; £1,345.—55-69, Strentham Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tel. 6464. [C9087]

ROGE & YOUNG, Ltd., offer 1955 Daimler Conquest saloon, 1,000 miles only, indistinguishable from new, black; £1,345.—55-69, Strentham Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tel. 6464. [C9087]

DAIMLER Consort, first regd. (Aug.) 1950, black with brown leather upholstery, dignified car, in beautiful condition throughout, quality tested guarantee; £750.—Seen at Adams & Gibson, Ltd., St. Thomas St. Showrooms, Newcastle upon Tyne. Now open Saturdays afternoons. Tel. 2661. [5287]

1939 40 E.L.24 owner driver sports saloon by Charlesworth coachwork colour black in original unblemished condition throughout, green Pullman leather upholstery with Dunlopillo seating, whole interior as new, excellent mechanical condition throughout, new tyres, fitted H.M.V. radio; £425.—1, Reddon Rd., Hornsey, London, N.8. Fitzroy 0295. [5812]

Daimler Cars Wanted

ALMOST new Daimler required immediately.—54, Streatham Hill, S.W.2. Tel. 6464. [W2016]

GOOD Daimler required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Daimler.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Daimler Spares and Service

KINGSTON-ON-THAMES—Daimler specialists for sales and service.—W. Wilkin, Ltd., 1, Weston Park, and 84, Eden St., Kingston. Kingston 2241. [58405]

DAIMLER and Lanchester specialists.—Debnam Motors, 17, Atherstone Mews, S.W.7. Western 4541. [58405]

DAIMLER Lanchester spares for all models and parts, new & hand.—Mason's, Winchester Rd., N.9. Edmonton 7503. [48953]

CROYDON—Donald Vince & Co., Ltd., Daimler and Lanchester specialists for sales and service.—Kiddemister Rd., Croydon 7775. [10668]

A ROOT ENGINEERING, Ltd.—Complete overhauls and engineering services, Daimler cars; preselector gear box exchanges and 48-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Tel. 7301 and 7351. [0636/R]

DAIMLER and Lanchester repairs, spares, gear, a speciality; reasonable charges.—A. A. Titmus & Co. (formerly with Daimler Co.), 81, Clapham Rd., S.W.3. Reliance 1647. [0666/R]

DARRACQ

METCALFE & MUNDY, Ltd.

A MOST unusual French Darracq, first registered 1945, 4-door, razor edged sports saloon with swept tail and built in rear boot, excellent coachwork in very sound condition, a most attractive car with starting performance. [C3064]

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064]

DIESEL

DIESEL car, very large chassis, of peerless British make, converted Perkins 4 engine; details on application.—Kittiford Barton, Wellington, Som. [58329]

DELAGE

DELAGE 1938 D.6/70 saloon, Cotal gear box, magnificent appearance and performance, 2-tone green and brilliant chrome; £395 or terms.—Automo, 229, West End Lane, Hampstead 3430. [5794]

CASS'S MOTOR MART—1938 Delage D.120 Coachcraft sports saloon, blue, numerous extras, genuine 34,000 miles, outstanding condition; written guarantee.—S. Warren St., W.1. Euston 3523. [C1040]

DELAHAYE

£675—1950 model 135 M.S. drop head fourseam coupe, body by Pennock of Amsterdam, car in excellent order throughout.

BRIAN FINKLASS, Bugatti & Alfa-Romeo, 2, Pembroke Mews, W.11. Bayswater 3951, after 6 Livingstone 7777. [C2009]

DELAHAYE late 1938 135M 2-door saloon by Chapron, low mileage and true Delahaye performance; £495 or terms.—Automo, 229, West End Lane, Hampstead 3430. [5795]

DELLOW

ELM AUTOSALES, MORDEEN, offer:—

1951 (June) Dellow 2-seater, black, red leather interior, twin carbs, 4-branch exhaust, 4.7 rear axles, lots of extras; engine just reconditioned; £365.—28-30, Abbotsbury Rd., Mordeen. Cherrywood 1615. [C2087]

D.K.W.

D.K.W. cars for sale; from £100.

D.K.W. crankshafts, Auto-Union branded.

NEW Standard model; £21/10 nett.

NEW Circular model; £26/10 nett.

REAL service, and good prices allowed in part exchange; cars bought for cash.

B. & M. GARAGES, Ltd., 42a, St. Michael's St., Paddington, W.2. [0016/R]

D.K.W. Spares and Service

GENUINE spares, service and maintenance.—Schenk Motor Engineering, 465, Stretford Rd., Manchester. 16. Tra. 0323. [2716]

DODGE

1954 Dodge Kingsway (Sept., '54), r.h.d. under 5,000 miles, as new.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858. [C4028]

FERRARI

FERRARI 1952 2.6-litre 2-seater sportsman's saloon, in absolute first-class condition, fitted 5-speed gear box and supercharger, maintained regardless of cost; £2,200.—Apply R. D. Pickering, 137, Friary Rd., Birmingham, 30. [3556]

FIAT

H. C. PAUL, Ltd.

1955 Fiat 1400 saloon, mileage 7,000, radio, loose covers; 1955—32, Bruton Place, Berkeley Square, W.1. Mayfair 0821-2. [C3040]

C. V. RUSHMER, Automobiles.

1955 500C convertible, 200 miles, taxed, maker's guarantee; £550.

1954 new 1100, 12,000 miles, one owner; £685.

1952 500 convertible, recon. engine; £210.—45, Holland Park Mews, W.11. Park 5751. [C3061]

1939 500 convertible, recon. engine; £210.—45, Holland Park Mews, W.11. Park 5751. [C3061]

MAYFAIR GARAGES, Ltd.—Below.

MAYFAIR GARAGES, Ltd.—Accredited West End Fiat stockists have the latest models, 600, 1100 and Aronde in stock for early delivery.—Below.

MAYFAIR GARAGES, Ltd.—1952 500cc obv r.h. drive hard top coupe; £420.—Below.

MAYFAIR GARAGES, Ltd.—1939 500 2nd series full 4-seater convertible saloon, blue, choice of 2; £235.—Below.

MAYFAIR GARAGES, Ltd.—1939 500 2nd series de luxe convertible coupe (choice of three); £195.—Below.

MAYFAIR GARAGES, Ltd.—1939 1100 730cc de luxe 4-door pillarless saloon, choice of two; £195.—Below.

MAYFAIR GARAGES, Ltd.—1937 model 1500 de luxe 4-door pillarless sliding head saloon, reconditioned engine; £185.—Below.

MAYFAIR GARAGES, Ltd.—The above cars and many other carry our three months' written guarantee.—Below.

MAYFAIR GARAGES, Ltd.—1938 500 de luxe convertible coupe, choice of three; £150.—Below.

MAYFAIR GARAGES, Ltd.—1937 500 convertible coupe (choice of two); £145.—Below.

MAYFAIR GARAGES, Ltd.—Illustrated literature and copy of "Autocar" road test report on request.—Below.

MAYFAIR GARAGES, Ltd., Fiat Dealers, Balderton St., W.1. Mayfair 5104-5. Open 9-6. Sats. 9-1. [C3009]

S. & S. MOTORS—1937 500cc hard top, good runner; £125.

S. & S. MOTORS—1939 500cc 4-seater, blue, leather upholstery, excellent condition; £190.

S. & S. MOTORS—1939 cabriolet, reconditioned engine, perfect condition; £245.—165a, Westbourne Grove, W.11. Bay. 1644. [5578]

265 gns.—Fiat 500B, 1949 convertible coupe, obv engine, very good condition; terms, exchanges.—Rowland Smith, below.

125 gns.—Fiat 500, 1937 convertible coupe, grey, red leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1955 (March) 1100 T.V. 900 miles, radio, heater, undersealed, as new; £575.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424. [C3045]

J. DAVY, Ltd., offer Fiat 1100 saloon, first registered February, 1955, green, 5,000 miles only.—J. Davy, Ltd., 180-184, Kensington High St., W.8. Western 9641. [C1069]

Fiat Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

FIAT 500 obv or Renault, right-hand drive.—Full details, 18, Beechwood Close, Ascot. [5690]

MAYFAIR GARAGES, Ltd.—Top cash prices for Fiats.—Balderton St., W.1. Mayfair 5104. [0695/R]

Fiat Spares and Service

FIAT 500 trouble? Try B.D.J. (England), Ltd., 65, Lowlands Rd., Harrow. Byron 6028. [0325/R]

MAYFAIR GARAGES, Ltd., comprehensive Fiat service. Balderton St., W.1. Mayfair 5104. [0632/R]

Fiat Spares and Service

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5631. [0909/R]

FIAT 500, 1100 and 1500, full range spares, replacement parts, new and used reconditioned bench-tested engines, starter motors, dynamos, radiators; springs in exchange; stamp list.—Derrington, 159, London Rd., Kingston 5621-2. [S1071]

FORD ANGLIA

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. offers:—

1954 new Anglia saloon, black, red upholstery, excellent condition; £550.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]

CAR MART, Ltd.

1953 Ford Anglia saloon, fawn with red upholstery; £375.

CAR MART, Ltd., 320, Euston Rd., London, N.W.1. Euston 1212. [C1039]

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 8hp saloons available.—P. Harrow 4282 and 9140 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (op. Bus Depot). [0089/R]

£269—1949 Ford Anglia, excellent condition; terms.—Autonlips, 5, Balham High Rd., Balham 1509. [C1009]

1953 Ford Anglia, black, heater, condition as new throughout; £400; h.p. terms and exchanges.—Tudor 6073, Fitzroy 0293. [5811]

1948 Ford Anglia, seat covers, surprising condition; £325.—Smith & Munter, 376, Kensington High St., W.14. Tel. Western 2512. [C4019]

1955 Anglia, 81 miles, fawn, as new; £585.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424. [C3045]

BRUTONS—1955 Anglia, black, 2,000 miles, one owner, taxed year, as new; £565.—1a, Lexham Gardens Mews, W.8. Fremantle 9129. [C1104]

1947 (Aug) Ford Anglia, black, brown interior, good tyres, roomy and very economical, many extras; £295.—Hillwood Motors, Mill Hill (London) 4232. [5589]

1954 (August) Ford Anglia, Bristol fawn, red upholstery, heater, 12,000 miles, indistinguishable from new; £355.—Chard, Mid Tors, Dousland, Yelverton. [5662]

1953 series Ford Anglia saloon, one owner, finished grey, red leather interior, taxed; £375.—Motorists (London) Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3018]

Ford Anglia Cars Wanted

D. M. DAGENHAM MOTORS, Ltd., wish to purchase Ford Anglia Cars.—Used Car Department, Hyde Park 4070. [W1066]

IMMEDIATE cash for new type Anglia.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424. [W3042]

W. HAROLD PERRY requires Ford Anglia cars.—Used Car Dept., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [W3042]

Ford (8 h.p.)

£110!! 1937 (June) Ford 8, maintained in tip-top order by one engineer-owner since 1937.—Write B.M./V.W.X., London, W.C.2. [5850]

165 gns.—Ford 8, late 1939 saloon, sage green, red upholstery, very good condition; terms, exchanges.—Rowland Smith, below.

145 gns.—Ford 8 1938 saloon, loose covers; choice of 3 Ford 8s; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

Ford Eight Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

FORD POPULAR

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. offers:—

1953 (November) Popular saloon, Winchester blue, with blue upholstery, many extras, low mileage, excellent condition; £395.

1953 (November) Popular saloon, black with red upholstery, transfractor, interior visor, parcel shelf, draught deflectors, mileage 7,000, one owner, excellent condition; £385.

1954 Popular saloon, black with red upholstery, transfractors, low mileage, excellent condition; £385.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]

ALLAN TAYLOR (MOTORS), Ltd., offer:—

FORD Popular, black December, '53, 10,000 miles, taxed; £395.

HIGH St. Wandsworth, S.W.18. Tel. Vandeyke 4433 (5 lines). [4664]

1954 Ford Popular saloon, Bristol fawn, low mileage, specimen model; £385.

BOTTOMGATE MOTORS, Ltd., Bolton Rd., Darwen 774, and Bottomgate, Blackburn 5084. [C3082]

1954 Ford Popular saloon, black, low mileage, extras; £395.—Hale Motors, Ltd., Tol. 7771 (4 lines). [C2377]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD POPULAR

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1954 Ford Popular saloon, finished in black, genuine low mileage, immaculate throughout, fitted Tygan seat covers, overriders, glove tray, spot lamp, blinker lights; 375gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C4047)

1954 Ford Popular, black, red leather, heater, moderate mileage, clean, guaranteed; £385.—King's Motors, 1, High St., Hounslow. Tel. 3552. (C3048)

£399—1954 Ford Popular, black with red interior, heater, chrome bumpers, many other extras.

—Makin & Harrison, 492-6, High Rd., W.4. Chiswick 0558/2619. (C3071)

1954 (August) Ford Popular, black/red, built-in trafficators, carpets and spare unused, carefully maintained; £375; hire purchase can be arranged. —34, Bishopken Rd., Harrow Weald, Middx. (S903)

PRIDE & CLARKE, Ltd.—1954 Ford Popular saloons, low mileage, choice several from £359; terms, 15% deposit, balance over two years; exchanges, lists, guarantee.—Stockwell Rd., S.W.9. Brixton 6251. (C3068)

Ford Popular Cars Wanted

D

M DAGENHAM MOTORS, Ltd., wish to purchase Ford Popular cars.—Used Car Department, Hyde Park 4070. (W1066)

W. HAROLD PERRY require Ford Popular cars.—Used Car Dept., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. (W3042)

FORD PREFECT

W

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1953 Ford Prefect saloon, green with brown leather upholstery, fitted reconditioned engine, one owner, very good condition; £445.

1954 New Ford Prefect saloon, black with red upholstery, twin wing mirrors, low mileage, excellent condition; £625.

1953 Prefect, Winchester blue, with blue leather upholstery, 11,000 miles, immaculate condition; £475.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. (C3042)

CAR MART, Ltd.

1953 Ford Prefect saloon, heater, black with red tan hide upholstery; £475.

CAR MART, Ltd., 297, Euston Rd., London, N.W.1. Euston 1212. (C1069)

PERRY'S OF HARROW

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 4282 and 9140 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). (0089/R)

CARS AUTO SALES, Ltd., offer:—

1951 Ford Prefect, fawn; £365.

STANDARD House, South End, Croydon. Tel. Croydon 5088 and 0266. (C1102)

WARWICK WRIGHT, Ltd., offer:—

1952 (October) Ford Prefect saloon, black with brown leather, fitted upholstery; 15,000 miles; £475.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C9445)

WESSEX MOTORS, Bridge St., Andover, offer:—

1954 (August) Prefect, one owner, speedo 4,000, finished in grey with blue trim and fitted heater.—Tel. Mr. Hallam at Andover 2359. Part of the Henly Organisation. (C4067)

PHILIP RICKARDS, Ltd., offer:—

1953 Ford Prefect, black/tan, 27,000 miles, radio, heater, seat covers, all extras; part exchange, deferred terms.—Erick St., Park Lane, London, W.1. Tel. Grosvenor 4772-3. (C3051)

1955 Prefect, 2,000 miles only; terms.—Tel. Luton 4212. (S619)

SIMPSON MOTORS (WEMBLEY), Ltd., English Car Sales Division offer:—

1950 Ford 10 Prefect, colour black £395; 1953 Ford Prefect, underscaled, £475—355, High Rd., Wembley, Middx. Tel. Wembley 4422. (C4015)

1955 series Prefect, blue, heater, one owner; £625.—Odon Motors, Ltd., Barnet 1144. (C3028)

1947 Ford Prefect, black leather, radio, stabilisers, excellent condition; £525.

MAGDALEN MOTORS, Ltd., 311, Trinity Rd., Wandsworth Common, S.W.16. Battersea 5573. (C3005)

1952 Ford Prefect saloon, Bristol fawn, brown interior upholstery, splendid condition; £395.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. (C3008)

1950 Ford Prefect, black with brown leather upholstery, £375; £95 deposit, balance 24 months.

M. CLAREN & COX, Ltd., 998, High Rd., Finchley, N.12. Tel. Hillside 0560/9353. (C3063)

FORD PREFECT

1952 Prefect 4-door, 20,000, exceptional; £420.—39, Newstead Ave., Orpington, Kent. Org. 23544. (S855)

£349—1953 Ford Prefect, green, a very smart car.—Makin & Harrison, 492-6, High Rd., W.4. Chiswick 0558/2619. (C3071)

1955 Ford Prefect saloon, 2,500 miles, green and beige; £630.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. (C1077)

1955 new Prefect, works mileage, Bristol fawn; £650.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424. (C3045)

BRUTONS—1955 Prefect, blue, 29 miles, taxed year, as new; £655.—1a, Lexham Gardens Mews, W.5. Frenant 9129. (C1104)

1955 (June) Prefect, works mileage, Canterbury green, taxed year; offers over £600.—Jels 4580. (S608)

1955 Ford Prefect saloon, quite new; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. (C1010)

1949 Ford Prefect, very sound proposition; £300.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2312. (C4019)

1955 Ford Prefect saloon; £655.—Montrose Motors (N. H. Boswell), 91/95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. (C3068)

1950 Ford Prefect saloon, leather; £415.—Montrose Motors (N. H. Boswell), 91/95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. (C3068)

1954 Ford Prefect, 9,000 miles, heater, extras; £625.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 3721. (C3066)

1949 Ford Prefect, black leather, spotlamp, excellent condition; £355.—Cavendish Motors, Cavendish Rd., Kilburn, N.W.6. Willesden 0046-7. (S694)

1950 (November) Prefect 4-door saloon, guaranteed; £365; exchanges, terms.—Palmer, 3, Russell Gardens Mews, Kensington, W.14. Park 5004 and 5968. (C3034)

1955 (April) Prefect, heater, Windtones; taxed year, indistinguishable new; offers over £600, or exchange.—37, Parkside Drive, Edgware, Sto. 7075. (S725)

1953 Ford Prefect, green, one owner; £445; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. (C2035)

1950 Prefect 4-door sal., black, fawn interior, just fitted new works engine, taxed year, unmarked; £395; consider part exchange.—14, Bulkington Ave., Worthing 1839. (C4027)

1950 Ford Prefect, in black with green leather upholstery, fitted spot lamps, etc., excellent condition throughout; £375.—Conway Motors (Store), Ltd., 107, Kings Rd., Chelsea, and Hove 30107. (C1105)

PRIDE & CLARKE, Ltd.—1955 Ford Prefect saloon, grey/red, 2,000 miles, £669; 1953 grey/beige, 15,000 miles, £429; 1949 black/red, £359; terms, exchanges, lists, guarantee.—Stockwell Rd., S.W.9. Brixton 6251. (C3068)

Ford Prefect Cars Wanted

D

M DAGENHAM MOTORS, Ltd., wish to purchase Ford Prefect cars.—Used Car Department, Hyde Park 4070. (W1066)

IMMEDIATE cash for new type Prefect.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424. (W3045)

W. HAROLD PERRY require Ford Prefect cars.—Used Car Dept., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. (W3042)

FORD (10 h.p.)

1939 Ford 10 saloon, black, in well above average condition, £235; £50 deposit, balance 24 months.

McLAREN & COX, Ltd., 998, High Rd., Finchley, N.12. Tel. Hillside 0560/9353. (C3063)

£169—1938 model Ford 10 tourer, excellent condition; terms.—Antonips, 5, Balham High Rd., Balham 1508. (C1006)

95gns.—Ford 10 1938 type 4-door saloon; taxed, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4016)

Ford Ten Cars Wanted

MARSTON MOTOR CO. Ltd., for your Ford 10.—Tel. Sta. 8300. Seven Sisters Rd., Tottenham, N.15. (0179/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10—Hampstead (Tube), N.W.5. Ham. 6041. (W4018/R)

FORD CONSUL

W

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1953 (October) Consul saloon, black with red leather upholstery, heater, underscaled, Windtones horns, low mileage, one owner, excellent condition; £600.

1952 (November) Consul saloon, Channel green spotlamp, mileage 16,000, one owner, excellent condition; £565.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. (C3042)

CAR MART, Ltd.

1953 Ford Consul saloon, heater, black with red leather upholstery; £625.

CAR MART, Ltd., 16, Uxbridge Rd., Ealing, W.3. Ealing 6600. (C1059)

FORD CONSUL

A1 at Breaux.

1953 Ford Consul, Dorchester grey, leather interior, heater, 16,000 miles; £525.

W. J. BROWN, Ltd., Ford Distributors for 30 years, 339, Finchley Rd., N.W.5. Ham. 2284. (C1025)

RUSSELL MOTORS offer:—

850 miles only, 1955 Consul convertible, Dorchester grey, leather and heater, taxed; £795.

RUSSELL MOTORS (KNIGHTSBIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9888. (C3060)

C.M.I. CAR SALES (Pc. 6623), offer:—

1953 Ford Consul saloon, green, low mileage; £575. THREE months' guarantee, terms, list on application. Swiss Cottage, Finchley Rd., N.W.5. (C1051)

WESSEX MOTORS, New St., Salisbury, offer:—

1951 (November) Consul saloon, one owner, speedo 38,000, finished in black with brown leather and fitted radio.—Tel. Mr. Webb-Brown at Salisbury 3275. Part of the Henly Organisation. (C4087)

1953 Consul, very nice car, heater, leather; £575.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7770/6976. (C4016)

CHARLES POLLETT, Ltd., official Ford agents, Ford Consul, 1954, beige/red, radio and heater, carefully used and maintained, one owner; h.p. facilities.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6268. SERVICE: Works and Stores, Barnsdale Yard, off Eglon Ave., W.9. Cunningham 5936. (C3010)

1953 Consul, black, red leather, heater, 28,000 miles; £615.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., W.2. Ambassador 6266. (C3033)

SIMPSON MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1953 Ford Consul, fitted heater; £565—365, High Rd., Wembley, Middx. Tel. Wembley 4423. (C4015)

1954 (June) Consul, 7,000 miles, as new in every detail; £645.—Dobsons, Ltd., Staines 801. (C1074)

1953 Ford Consul, covers, heater, small mileage; £650; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 160, Priory Rd., Hornsey, Mountview 5223 and 5774. (C9054)

1954 Consul de Luxe saloons, heaters, leather, etc.; choice of 3.—Sharwood Motors, Ltd., 33, Uxbridge Rd., W.5. Ealing 1475. (A603)

WHY second-hand? New Consul convertibles from stock, choice of 4.—Sharwood Motors, Ltd., 33, Uxbridge Rd., W.5. Ealing 1475. (A601)

1955 Ford Consul drop head coupe, low mileage.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 3721. (C3066)

1954 (Nov.) Consul, 5,000 miles only, heater, Dorchester grey/red; first-class condition throughout; £695.—Below

1953 Consul, one owner, excellent condition throughout; choice of 2 from £595; written guarantee, terms, exchanges, trade enquiries welcomed.

HAROLD SIMONS, Ltd., Ford Agents, 397-401, High Rd., East Finchley, N.4. Finchley 0052-3-4, any time. (C4046)

1951 duo-colour Consul, new engine, radio, heater, most attractive real bargain; £545, 2 A.2 Motors, Palmerston Rd., N.W.5. Mal. 4723. (C1011)

1953 Ford Consul saloon, black, red leather upholstery, heater equipment, splendid condition throughout; £575.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. (C3008)

1954 Ford Consul convertible, cream, red upholstery, 16,000 miles, excellent condition, owner going abroad.—Moy, 24, Woodside Gdns., S.W.16. Ser. 1495. (S554)

1953 Ford Consul, green, fawn leather upholstery, one careful owner, heater, all tyres new, specimen; £595.—Hillwood Motors, Mill Hill (London) 4232. (S590)

1954 Ford Consul saloon, heater, 5,000 miles; £595.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. (C1027)

FORD Consul saloon, black, red leather, radio, heater, 1954 model, taxed year, new car arrived; £625.—Hall, 6a, Black Lion Lane, Hammersmith, Riverside 6250. (S623)

1955 Ford Consul convertible, green with beige leather, 48 miles only, a new vehicle in every respect; £505.—Bella Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. (C1016)

1954 Consul, fawn/red leather, heater, radio, one owner; £665; exchanges.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.16 (few miles Clapham Junction). Batt. 2232. (C3022)

625gns.—Ford Consul 1954 saloon, leather, heater, small mileage, very carefully used; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1951 (December) Ford Consul saloon, duo green/cream, radio, heater, leather, spot lamp, re-conditioned engine, taxed 3 months' guarantee; £568.—Trinity Cars Ltd., 84, North Side, Wandsworth Common, S.W.18. Vandyke 1168. (C4034)

1953 Ford Consul, black with red leather and heater, one owner, very low mileage, taxed, fully guaranteed and in beautiful condition throughout; £585; cash or h.p.—Coles Garages, Ltd., 49, Worsle Rd., S.W.19. Wimbledon 0195. (C1054)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD CONSUL

PRIDE & CLARKE, Ltd.—1954 Ford Consul saloons, grey/red, low mileage, heater, choice 2 from £649; 1953 beige/red, low mileage, heater, £669; terms, 15% deposit, balance over two years; exchanges, lists, guarantee.—237, Brixton Hill, S.W.2. Tel. 3664-5. (C3068)

Ford Consul Cars Wanted

DAGENHAM MOTORS, Ltd. wish to purchase Ford Consul cars.—Used Car Department, Hyde Park 4070. (W1066)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Eamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

ALMOST new Consul required immediately.—54, Streatham Hill, S.W.2. Tel. Hill 2676. (W5016)

FORD Consul buyers.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. (W5018)

W. HAROLD PERRY require Ford Consul cars.—Used Car Dept., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. (W5042)

FORD ZEPHYR

W. HAROLD PERRY, Ltd. 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1952 Zephyr Six saloon, Dorchester grey, red leather upholstery, heater, excellent condition; £555.

1952 Zephyr Six saloon, beige with beige leather upholstery, heater, radio, seat covers, windscreen washer, excellent condition; £575.

1953 Zephyr Six saloon, black, red leather upholstery, heater, seat covers, one owner, excellent condition; £595.

1953 Zephyr Six saloon, Dorchester grey with red leather upholstery, heater, radio, low mileage, excellent condition; £610.

W. HAROLD PERRY, Ltd. 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. (C3042)

WM Ford Zephyr convertible, power-operated hood, 4757, heater, whitewalls, mileage 5,000, original cost £1,050, now £875.—Welbeck Motors, Ltd., 107, Crawford St., London, W.1. Welbeck 1139. (C4049)

CAR MART, Ltd.

1953 Ford Zephyr saloon, radio, heater, blue with blue leather upholstery; £595.

CAR MART, Ltd. 165, Bromley Rd., Catford, S.E.6. Hither Green 1001. (C1039)

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1953 Ford Zephyr, finished in green, brown leather upholstery, extras include radio and heater, rimblinders, screen washers, clock, cigar lighter, extra mirror, hooded lamps; an outstanding car of its class, 599gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maid Vale 6084 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C4047)

H.W. MOTORS, Ltd. offer:—

1954 Ford Zephyr, black/red upholstery, leather, and heater; choice of 2 from £625.—Bridge Motor Works, Walton-on-Thames 2404-5-6. (C2042)

H. BEART & Co., Ltd. offer:—

1953 Ford Zephyr saloon, excellent condition; £595.—102, Lopham Rd. and High St., Kingston-on-Thames. Kingston 3348. (C1061)

WANSTEAD MOTORS, Ltd. offer:—

1951 Ford Zephyr, radio, heater, extremely good car, with modified transmission; £525.

WANSTEAD MOTORS, Ltd. 643, Eastern Ave., Ilford. Valentine 1155-6-7. (C4042)

PETER BANTOCK CAR SALES offer:—

1955 Ford Zephyr, blue/blue leather, fitted with many extras, 1,300 miles only, literally as a brand new car; approximately £100 under list price at £745.

1954 Ford Zephyr, black/red leather, fitted with many extras, 5,000 miles only, almost brand new; at approximately £150 under list price at £695.—104, High Rd., Chiswick, 2725/5670. (C1014)

ALLAN TAYLOR (MOTORS), Ltd. offer:—

1953 Ford Zephyr, green, 18,000, heater fitted; £595.

1953 Ford Zephyr, radio and heater fitted, black, taxed to December; £595.

HIGH ST., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). (5904)

LAMBS OF WOOD GREEN, established 1897.

1954-5 Zephyr electric convertible, whole car indistinguishable from new, mileage only 1,200, unrepeatable bargain.

LAMBS OF WOOD GREEN, 100 guaranteed cars, exchanges, hire purchase, 421-423, High Rd., Finchley, Finchley 6222-3-4. (East Finchley Underground). (C2052)

1953 Ford Zephyr, black, heater, etc., one owner; £615.

1952 Ford Zephyr, black, radio, heater, etc., one owner at £615.—Silverstone Motors, Ltd., 11, Fitzroy Sq., W.1. Euston 7811. (C4011)

W. J. BROWN, Ltd. Ford Distributors for 30 years, 339, Finchley Rd., N.W.3. Ham. 2284. (C1025)

FORD ZEPHYR

1953 Ford Zephyr, blue, 26,000 miles, condition excellent; £610.

HAMILTON MOTORS (LONDON), Ltd. 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). (C2032)

1954 series Ford Zephyr saloon, black, red leather, heater, very low mileage; £630.

JOHN WILSON AUTOS, Ltd. Sanderstead Rd., South Croydon. Sanderstead 4260. (C4055)

SIMPSON MOTORS (WEMBLEY), Ltd. English Car Sales Division, offer:—

1952 Ford Zephyr, radio and heater, seat covers; £565.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. (C4015)

1952 Ford Zephyr saloon, black; £595.—Montrose Motors (N. H. Boswell), 91/95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. (C3088)

WHY second-hand? New Zephyr convertibles from stock: choice of 4.—Shardwood Motors, Ltd., 32, Oxbridge Rd., W.5. Ealing 1475. (4603)

1955 Zephyr convertible, green, 900 miles; £895.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. (C1050)

1951 Zephyr, radio, heater, covers, leather upholstery, immaculate; £545.—Jack Fozner (Autos), 895, Hendon Way, N.W.4. Hen. 8011-2. (C3063)

1954 Zephyr saloon, heater, leather, Undersealed, green, one owner, taxed; £625.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424. (C3045)

1953 Zephyr saloon, heater, etc., guaranteed; £545; terms, exchanges.—Palmer, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 9863. (C3034)

1954 (Oct.), one owner, heater, leather, 2,500 miles, as new throughout; £695; terms and exchanges.—Oscar Moore, 204, Ballard Lane, N.5. Finchley 2920. (5516)

PRIDE & CLARKE, Ltd.—1953 Ford Zephyr saloons, black/red, low mileage, radio, heater, choice 2 from £559; terms, 15% deposit, balance over 2 years; exchanges, lists, guarantee.—Stockwell Rd., S.W.9. Brixton 6251. (C3068)

1954 Zephyr convertible, electric operated hood, ivory with white leather interior, heater, plus all Zodiac extras, plus white tyres, plus three carburetor conversion, cost over £1,000, superb condition; £825.—Holmes, "Holmwood," Saxholm Dale, Bassett, Southampton. Tel. 6845. (5750)

Ford Zephyr Cars Wanted

DAGENHAM MOTORS, Ltd. wish to purchase Ford Zephyr cars.—Used Car Department, Hyde Park 4070. (W1066)

ALMOST new Zephyr required immediately.—54, Streatham Hill, S.W.2. Tel. Hill 2676. (W5016)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

WANTED. 1953-54 Ford Zephyr, must have radio, heater and be under 15,000 miles, and faultless.—Altwood Garage, Altwood Rd., Maidenhead. Tel. Littlewick Green 70; evenings and week-ends, Littlewick Green 3076. (W1107)

FORD ZODIAC

NEWHAMS, Ltd.

1954 Ford Zodiac saloon, radio, several extras; £735.

NEWHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. (C3024)

A1 at Browns.

1954 (Sept.) Ford Zodiac, black, 11,000 miles, one careful owner; £765.

W. J. BROWN, Ltd. Ford Distributors for 30 years, 339, Finchley Rd., N.W.3. Ham. 2284. (C1025)

CLAND & TABOR, Ltd. Welwyn By-Pass, Herts. Welwyn 4812/3, offer:—

1954 Ford Zodiac, grey/green, radio, excellent condition throughout; £775; maximum h.p. terms available. (C1001)

1955 Ford Zodiac saloon, under 1,000 miles, as new; list price.

RIPCO, Ltd. (Zodiacs purchased), 16, Albemarle St., Mayfair, W.1. Hyde Park 2952-3-4. (C3052)

FORD Zodiac, December, 1954, one owner, spare unused, perfect condition; £750.—Ambassador 1707. (5632)

1954 Ford Zephyr Zodiac, 14,000 miles, colour dual grey and green, excellent condition; £725, below.

1952 Ford Zephyr saloon, colour green, fitted leather upholstery, radio and heater, good condition; £555.

APPLY The Aylesbury Motor Co., Ltd., Walton St., Aylesbury. Tel. Aylesbury 460-1. (5667)

1954 Ford Zodiac, blue/grey, moderate mileage, as new; £725.—Silverstone Motors, Ltd., 11, Fitzroy Sq., W.1. Euston 7811. (C4011)

FORD (V.8)

RAYMOND WAY.

RAYMOND WAY, East London Branch.

1937 Ford V.8 model 68 fixed head coupe, original grey paint, fitted loose covers, Rimblinders, wing mirrors, overriders, etc., etc. 149gns or £40 deposit.

EASY hire purchase on the spot with no references, no formalities or guarantors; part exchange on your present car or motor cycle; always a huge selection of pre- and post-war cars to choose from.

RAYMOND WAY, 773, High Rd., Seven Kings. Tel. Seven Kings 4066. (5918)

FORD (V.8)

1949 Ford Pilot, excellent condition; £515.

SCOTT CARS, 547, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. (C4016)

1951 Pilot, black, radio, heater; £575.—Campbell Symonds, Wembley 6262. (C1037)

1949 Ford Pilot saloon, leather, radio and heater, nice order throughout; 3 months' guarantee; £335.

C & W MOTORS, Ltd. Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). (C1061)

1950 Pilot saloon, radio, heater, immaculate throughout; choice of 2, £389.—Jack Fozner (Autos), 395, Hendon Way, N.W.4. Hen. 8011-2.

1949 Ford Pilot, works engine, Marschal conversion head lamp, 4,000 miles, just re-sprayed, immaculate throughout; £365; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd. 169, Priory Rd., Hornsey, Mountview 5228 and 5774. (C4054)

1951 Ford Pilot, black, brown leather interior, fitted radio and heater, exceptional condition throughout; £395.—Waybridge Automobiles, Ltd. Queens Rd., Weirbridge 233. (5890)

1951 Ford Pilot, blue with blue leather, fitted heater and fog lamp, low mileage; guaranteed; terms and exchanges; £375.—Abingdon Motors, Ltd., Wellington Road, Northampton 27066. (5737)

Ford V.8 Cars Wanted

GOOD Ford Pilot required.—G. Edwards, Amersbury (Autos), 395, Hendon Way, N.W.4. Hen. 8011-2.

PILOT saloons urgently required by Jack Fozner (Autos), 395, Hendon Way, N.W.4. Hen. 8011-2.

CAREFULLY used Pilot required immediately.—Chain of Ealing, Hanger Lane, Perivale 4404. (W1043)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford V.8.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

FORD CUSTOMS

HC Ford Customs 4-door 49/50, a beautiful specimen of this popular car, duck egg blue cellulose, spotless, mechanically first-class throughout, 30,000 miles, original spare unused, bodywork original and not messed about, fitted 8-valve radio, air conditioner, screen washers, twin fog lamps, adjustable spot lamp, giant over-riders, etc., I have had this car for a year and state it definitely does 22 mpg and 80 mph; would consider part exchange for a drop head Fordster; or on trial or inspection, hire purchase terms; £160 deposit, balance over 24 months.—Hamstead 9021, 9-7. (C2091)

SIMPSON'S MOTORS (WEMBLEY), Ltd. American Car Specialists; full list see "American Cars." (C4015)

1951 Ford Customs de luxe saloon, a specimen car; £675.—D. F. Wyatt, Ltd., 31-33, Fortune Green Rd., West Hampstead, London, N.W.6. Hampstead 8988. (C4084)

AMERICAN FORD

METCALFE & MUNDY, Ltd.

1951 Fordomatic drive 4-door saloon, r.h.d., black, all extras.

FORD Mercury V.8 4-door saloon, brown leather, 1947, £345.

METCALFE & MUNDY, Ltd. 280, Old Brompton Rd., S.W.5. Frenantle 5471. (C3064)

WHITEHALL MOTORS, Ltd. of Coventry, offer:—

1947 right-hand drive American Ford Super 8, blue with matching leather, in original condition throughout; £360.

WHITEHALL MOTORS (COVENTRY), Ltd. Coventry Rd., Exhall, nr. Coventry. Tel. Bedworth 3395-6. (5397)

SIMPSON'S MOTORS (WEMBLEY), Ltd. American Car Specialists; full list see "American Cars." (C4015)

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Ot. West Rd., Brentford. Tel. Ealing 4506-9. (0749/R)

AMERICAN Ford Cars Wanted

SIMPSON MOTORS (WEMBLEY), Ltd. the American Ford buyers. Wembley 8691/3903. (W4015/R)

UTILITY—FORD OR OTHER BODIES

SIMPSON'S MOTORS (WEMBLEY), Ltd. English Car Sales Division, offer:—

1936 Ford 8 utility, £289; 1947 Ford 8 utility, £265; 1952 Ford utility, reconditioned engine, £375.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. (C4015)

Ford Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)

PRIVATELY owned Ford Prefect or Anglia.—S. Brae Court, Kingston Hill, Surrey. Tel. Hill 2768. (W2037)

Ford Spares and Service

NORMAND, Ltd.

FIRST-CLASS mechanics and highly efficient super-velocity produce the best results.

NORMAND, Ltd. 405-9, King St., W.6. River. 3665. (0231)

ALLAN TAYLOR (MOTORS), Ltd.

HIGH ST., Wandsworth, S.W.18.

MAIN Ford dealers

LARGE stock of genuine Ford parts

VANDYKE 4433 (5 lines). (0314/R)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Ford Spares and Service
FRANK G. GATES, Ltd., High Rd., Woodford Green
(Tel. Watford 2233), main Ford dealers, service
and all spares. (C0093/R)

WE have one of the biggest stocks of Brio spares
in the country from model A, V.8, W.D. types
and tractor to the current models. Ford reconditioned
engines, reconditioned BB engines, etc.—W. J. Reynolds
(Motors) Ltd., Main Road and Fordon District
buses, Ford House, New Rd., Dagenham. Rainham
770 (8 lines), Also 66, High St., East Ham, E.6
Grangewood 1136. (C0765/R)

Fraser Nash Cars Wanted
ROWLAND SMITH'S, the Car Buyers—Highest cash
prices for Fraser Nash.—Hamstead (Tube), N.W.3.
Ham. 6041. (W4018/R)

FRAZER NASH-B.M.W.
J. H. BARTLETT.—Fraser Nash-B.M.W. 321 drop
head coupe, recent overhaul; £235.—27, Pembroke
Villas, W.11. Bay. 0593. (C1013)

1937 Fraser Nash-B.M.W. 4-door saloon, original
condition throughout, an excellent example
of this superb car; £285; 3 months' guarantee; terms
and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd.,
Hornsey, Mountview 5228 and 5774. (C4054)

395 gns.—Fraser Nash-B.M.W., registered 1953, 14-
litre, special, streamlined sports 2-seater,
silver grey, blue leather, exceptional; terms, ex-
changes.—Rowland Smith, below.

345 gns.—Fraser Nash-B.M.W. 1938 model 2-litre
type 328 sports convertible, excellent condition;
terms, exchanges.—Rowland Smith, below.

125 gns.—Fraser Nash-B.M.W. 1937 2-litre type 326
saloon; leather, best Car Buyers' (Tube), N.W.3.
list open 9-7 week-days and Saturdays.—Rowland Smith,
Hamstead (Hamstead Tube). Hamstead 6041. (C4018)

CAMDEN MOTORS offer a Fraser Nash-B.M.W. drop
head four-seater coupe, type 327 with 328 engine,
August, 1939, delivery and registration; this is the
most expensive and definitely the most desirable
B.M.W. produced immediately prior to the war, origi-
nally costing just under £800, this 2-litre 16hp coupe,
which can be considered as the prototype of the post-war
Bristol, combines beauty and stylish design with a
performance which is literally second to none and
which can rarely be outclassed by some of the most
modern post-war sports cars; bodywork and interior
are quite immaculate, hood and tyres are excellent,
whilst mechanically a large sum has been spent on
engine reconditioning since when the car has done a
very nominal mileage, this B.M.W. can be seen and
tried at our showrooms, and photographs are available
and will be sent to those genuinely interested in the car.

CAMDEN MOTORS, Leighton Buzzard 2041.—Write
for catalogue; showrooms open until 8 p.m. (C1035)

Fraser Nash-B.M.W. Cars Wanted
ROWLAND SMITH'S, the Car Buyers—Highest cash
prices for Fraser Nash-B.M.W.—Hamstead (Tube),
N.W.3. Ham. 6041. (W4018/R)

HEALEY
CHIPSTEAD MOTORS, Ltd., offer:—

SILVERSTONE—1950-1 E type, mileage reputed
genuine 14,000 only, suede green, virtually as new,
£595.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Ken-
sington, London, S.W.3. Faxman 0552/7253/7154.
(C1046)

BRADSTOCK MOTORS, Ltd., offer:—

1950 (Oct.) E Type Healey Silverstone, red/
beige, high-compression head, 25,000 miles,
never raced, exceptional condition; £545.—Chase Rd.,
Epsom 5696-7. (C1090)

BROOKLANDS—New Healey saloon by Tickford, shop
soiled, special price.

1952 Healey 2.4-litre Tickford saloon, radio, black.
BUY or sell with confidence; cars purchased for cash.

103 New Bond St., London, W.1. Mayfair 351.
(C1020)

J. H. BARTLETT—Healey 1951 Tickford saloon, one
owner, radio, heater, superb condition; £695.—27,
Pembroke Villas, W.11. Bay. 0593. (C1013)

HEALEY 1950 open 4-seater, second engine, open any
trial and examination London area; well kept
the 2475 owner sale—Ring Monarch 5890 day, or
Rumford 5343 evenings. (C1063)

1949 Elliot saloon, recently compressed twin
shades grey, twin-speaker H.M.V. heater,
sunshine roof, engine completely overhauled, 10,000
miles ago, fitted with high compression pistons,
Mintex M20 brake linings, Alfin drums; £550.—Please
apply to Mr. Burn, Fraser Nash Cars, London Rd.,
Isleworth, Hounslow 0011. (C1069)

Healey Cars Wanted
RICHARDS & GARR, Ltd., buy Healeys.—35, Kin-
derston St., S.W.1, Bloane 5424. (W3045)

BARTLETT will pay more for good Healeys all
models.—27, Pembroke Villas, W.11. Bay. 0593.
(W1013)

ROWLAND SMITH'S, the Car Buyers. Highest cash
prices for Healey.—Hamstead (Tube), N.W.3.
Ham. 6041. (W4018/R)

HILLMAN 10
NORMAND, Ltd.

1953 Hillman Minx Mark VI saloons, in excellent
condition; choice of several; £375.—405, King
St., W.6. Riv. 3665-8. (S157)

CAR MART, Ltd.

1954 Hillman Minx "21" model saloon, heater,
blue with red upholstery; £600.—W. J. Reynolds
(Motors) Ltd., Welsh Harp, Edgware Rd., London,
N.W.8. Hendon 6500. (C1039)

1951 Hillman Minx, radio, heater, taxed Dec.;
£445.—106, Prant Rd., Thornton Heath,
Surrey. (S553)

HILLMAN 10

METROPOLITAN MOTORS
HILLMAN, Humber, Sunbeam, Commer.

1954 Hillman Minx, fitted heater, electric clock,
taxed, one owner; £430; choice of two.

1953 Hillman Minx, fitted heater, taxed, one owner
choice of many; from £380.—Metropolitan
Motors, Horn Lane, Acton, W.3. Acton 5064. (C3080)

GILFILLAN LAWRENCE offer:—

1948 Hillman Minx coupe, in grey, in beautiful
condition throughout; £425.—407, High Rd.,
N.12. Finchley 0305. (C2055)

WARWICK WRIGHT, Ltd., offer:—

1954 Hillman Minx Mark VII convertible coupe,
claret with fawn upholstery, 5,000 miles,
£725; in mountain grey, low mileage.

1954 Hillman Mark VII California hard-top,
cream and black with red upholstery, fitted
heater, 5,000 miles; £725.

1954 Hillman Minx Mark VII saloon, black with
red upholstery, fitted heater, 8,000 miles;
£685; another in blue, green or claret, low mileage.

1953 Hillman Minx Mark VI saloon, blue with red
upholstery, 9,000 miles; £595.

1954 (December) Hillman Husky, double duty,
green with red upholstery, fitted heater,
8,000 miles; £585.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1.
Mayfair 9761. (C4045)

CHARLES POLLETT, Ltd., offer:—

HILLMAN Minx saloon, grey with grey hide, 25,000
miles, heater, taxed for year; £465.

SHOWROOMS, 16, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores, Barnsdale Yard, off
Eaton Ave., W.9. Cunningham 5936. (C2010)

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 Hillman Minx drop head coupe; £450.

1953 (September) Hillman Minx saloon, low mile-
age in excellent condition throughout,
choice of 2; £485.

1950 Hillman Minx saloon, choice of 2; one
finished in duo-tone; from £465.

1949 Hillman Minx saloon, choice of 2; £435.—
Watford Way, Hendon Central, N.W.4. Tel.
Hendon 8084-5. (C2034)

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.,
offer:—

1953 Anniversary model, in black, excellent con-
dition; £485.

1953 Hillman convertible, many extras; £565.

1951 Hillman Minx, first class condition, many
extras; £485.

MARLBOROUGH Works, Kenton, Tel. Words-
worth 7805 (5 lines). (C1008)

1947 Hillman Minx saloon, excellent throughout;
£345.—Below.

1952 Hillman Minx, black; £535; 3 months'
guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd.,
Hornsey, Mountview 5228 and 5774. (C4054)

SIMPSON MOTORS (WEMBLEY), Ltd., English Car
Sales Division offer:—

1946 Hillman Minx drop head, immaculate; £345;

1946 Hillman Minx, heater fitted; £345;

1939 Hillman Minx drop head coupe, £225; 1937 Hill-
man Minx, choice of three, £185; 1940 (model) Hillman
Minx saloon, £185.—355, High Rd., Wembley, Middx.
Tel. Wembley 4422. (C4015)

1947 Hillman Minx, grey, heater, excellent con-
dition throughout; £310.

MAGDALEN MOTORS, Ltd., 311, Trinity Rd.,
Wandsworth Common, S.W.18. Battersea 5575
and 7879. (C3005)

1947 Hillman Minx drop head coupe, taxed Decem-
ber; £245.—Macaulay 1265. (S732)

LAMBS OF WOOD GREEN, established 1897,
Hillman bargains.

£335—1947 Hillman Minx drop head coupe, beau-
tifully maintained throughout.

LAMBS OF WOOD GREEN, 100 guaranteed cars,
exchanges, hire purchase, 421-423, High Rd.,
Finchley, Finchley 6222-4. (East Finchley Under-
ground). (C2052)

£345—Hillman Minx, 1946, maroon, exceptionally
well kept, choice 3; many other cars.

BENMOTORS, Ltd., Clarendon Rd., Holland Park, Lon-
don, W.11. Park 5066-7 (50 yds. Holland Park
Tube). Exchanges, h.p. (C1017)

1954 Hillman Californian, ivory and pippin red,
13,000 miles, very attractive, 3 months' guaran-
tee; £695.

RUFFELL'S MOTORS, Rooter Group Main Dealers,
185, High St., Wealdstone, Harrow 6421. (S648)

1952 Hillman Minx saloon, black with red interior
upholstery, bodywork immaculate throughout;
£515.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220,
Frickwood Broadway, London, N.W.2. Oldstone
2234. Open week-days 8 a.m. to 6 p.m. (C2008)

1955 Hillman Californian saloon, ivory/red,
virtually new.—Autowork, Ltd., Winchester.
Tel. 4834. (C1010/1)

1952 Hillman Minx convertible coupe, claret, red
leather; in showroom condition, low mile-
age; £495.

JACK GREEN CARS (LONDON), Ltd., 191-3, Wal-
worth Rd., S.E.17. Rodney 7111-2. (C2098)

1952 drop head coupe, blue with red upholstery
taxed for year; £340.

K. J. MOTORS, Ltd., Bromley, Rav. 3456. (S765)

1954 (April) Minx saloon, beige, red interior,
superb condition; £645.—Hobbs, East
Putney, Tel. 7881. (C3010)

HILLMAN Californian, works mileage; immediate
delivery; exchanges welcomed.—Bartlett, 12, Park-
view Rd., Hove, 30140. (S744)

HILLMAN 10

1947 Hillman Minx saloon, recent replacement en-
gine, brakes relined, radio, excellent con-
dition; £315.—John Trigg, Ltd., Esher 2255. (C4086)

1952 Hillman Minx saloon, black; £465.—Mont-
rore Motors (N. H. Boswell), 91/95, Epping
New Rd., Buckhurst Hill, Essex. Tel. 1171-2. (C3086)

1952 Hillman Minx drophead, blue; £535.—Mont-
rore Motors (N. H. Boswell), 91/95, Epping
New Rd., Buckhurst Hill, Essex. Tel. 1171-2. (C3086)

1950 Minx saloon, black, fine mechanical order,
one owner; £465; written guarantee; terms,
exchanges; trade enquiries welcomed.

H. FINCHLEY, N.2. Finchley 0552-3-4 anytime. (C4065)

1953 Hillman Minx, one owner, low mileage;
£565; hire purchase and part exchanges wel-
comed.—Herbert & Mills, Church Rd., Ashford, Middx.
Tel. 2960. (C2085)

1954 Hillman convertible phase VII, desert sand
with red upholstery, one owner, immaculate;
£635.—Carris Motors, Ltd., Lewisham Bridge, S.E.13.
Lee 8585. (S608)

1947 Hillman Minx coupe, grey, blue leather,
heater, fine little car; £345.—Vare Motors,
472, Archway Rd., Highgate, N.6. Mountview 9039
and 5306. (C3074)

1949 Hillman Minx saloon, black, choice of 4
from £415.—Montrore Motors (N. H. Boswell),
91/95, Epping New Rd., Buckhurst Hill, Essex.
Tel. 1171-2. (C3086)

1950 Hillman Minx saloon, recon. engine, appear-
ance better than new, recolloured, Rooter
heater; £465.—Tom Allery Automobiles, 66, Hill Rd.,
Wimbledon 3648. (S792)

1955 Hillman Minx de luxe saloon, ohv engine,
3,000 miles, undersealed and Ace Rimbell-
ishers, black with red upholstery; £735.—Apply Fleet-
wood Service Station, Epsom 8528. (S201)

1954 Hillman Minx saloon, grey with red interior,
heater, rim embellishers, screen washers, anti-
spotless one-owner car; £665.—Henley, Henley Cor-
ner, North Circular Rd., N.W.11. Finchley 0081. (S773)

1952 Hillman Minx drop head coupe, new hood
Elers, 107-9, Old Bromston Rd., South Kensington,
S.W.7. Kensington 2477. (C2052)

1953 Hillman Minx Mark VI, green/fawn, heater,
22,000 miles; £590; exchanges.—Naylor &
Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few
minutes Clapham Junction), Bait. 2252. (C3082)

1938 Hillman Minx, in exceptional condition, over-
hauled and recolloured, 2 owners, anti-rust,
mileage 47,000; £235.—Gordon Woodcock, 88,
Drewstead Rd., S.W.16. Streatham 8638. (C4059)

1939 Hillman 10hp saloon, resprayed and in very
good condition; £210, or £78 deposit,
balance over 18 months, exchanges, insurance.—Tulse
Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel.
Tulse Hill 7106. (C4071)

AZ MOTORS offer 1953 Mark VI saloon, spotless
condition, one owner, £550! Also 1953 Mark V
saloon in burgundy, unblemished, £505! 1748 estate
car, £345!—A.A. Motors, Palmerston Rd., N.W.6. Tel.
4723. (C1011)

TANKARD & SMITH, Ltd., offer 1952 Hillman Minx
Mark V saloon, grey/brown leather; one owner; seat
covers; superb condition; £535; 3 months' written
guarantee—194-196, Kings Rd., Chelsea, S.W.3. Tel.
man 4601. (C4025)

JACK ROSE, Ltd., offer 1954 Hillman Minx Mark VII
saloon, heater, vase covers, 11,000 miles, immacu-
late, £635; also 1954 convertible, 7,000 miles, spare un-
used, almost as new, £575.—Stallford Rd., Wallington,
Surrey. Wallington 8771, Burgh Heath 2376. (C3066)

PRIDE & CLARKE, Ltd.—1954 Hillman Californian
saloon, cream and black/red, 8,000 miles, heater,
£699; 1953 Ph. VI saloon, black/beige, beige/red, low
mileage, extras, choice 2 from £529; 1952 Ph. V, com-
vertible, heater, £499; terms, exchanges, lists, rush-
tee.—Stockwell Rd., S.W.9. Brixton 6251. (C3066)

765 gns.—Hillman Minx, May, 1955, Phase VIII,
ohv Californian hard top coupe, blue with
cream top, French grey upholstery, one owner, de-
livery mileage only original tyres unworn, un-
blemished and new condition, taxed; terms, ex-
changes.—Rowland Smith, below.

525 gns.—Hillman Minx 1953 Phase VI saloon, tube-
less tyres, one owner, excellent condition; terms,
exchanges.—Rowland Smith, below.

295 gns.—Hillman Minx 1946 de luxe saloon, sliding
head, leather, excellent condition; terms, ex-
changes; list open 9-7 week-days and Saturdays.—
Rowland Smith, Hamstead (Hamstead Tube), Hamp-
stead 6041. (C4018)

HILLMAN 14

1939 Hillman 14 de luxe saloon, Motorola radio,
taxed December, clean condition; £175 or
£65 down.—Bray Motors, 180-184, West End Lane,
N.W.6. Hamstead 6490. (C1024)

HILLMAN HUSKY

1955 (May) grey Husky, 1,000 miles, as new;
London area.—Box 4619.

1955 Hillman Husky used demonstration only, also
1950, in new condition.—Tel. Luton 4212. (S617)

1955 (June) Husky, works mileage, taxed year;
£635.—Gardner & Co. (Hendon), Sunbury 3559
and 0050. (C2074)

1955 Hillman Husky utility car, quite new con-
dition; exchanges, etc.—Autowork, Ltd.,
Southgate Rd., Winchester, Tel. 4965. (C1010)

HILLMAN Husky, 4,000 miles, heater, overriders,
undersealed, colour blue, taxed year; £629.—R. S.
Mead (Sales), Ltd. 42, Queen St., Maidenhead, Tel.
Maidenhead 5431-2. (C3011)

Hillman Cars Wanted
EMA, Ltd., Grove Rd., Southsea Portsmouth
2168. (S0908/R)

1 LMO6T new Hillman required immediately.—54,
A Streatham Hill, S.W.2. Tulse Hill 2976. (W3016)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Hillman Cars Wanted

R. ROWLAND SMITH'S are Car Buyers.—Highest cash prices for Hillman.—Hampstead (Tube), N.W.3. Ham. 6041. [W4019/R]

ROOTES Ltd.

DISTRIBUTORS.

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate (Blackfriars 6677).

MAIDSTONE.—(Maidstone 3535.)

CANTERBURY.—(Canterbury 5252.)

WROTHAM HEATH.—(Borough Green 4.)

ROCHESTER.—(Chatham 2251.)

ROOTES Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 5401. [10108/R]

1955 Hillman Minx Californian saloon required, red/ivory preferred.—St. Albansford Rd., Winchester. [W1010]

Hillman Spares and Service

NORMAND, Ltd.

FIRST-CLASS mechanics and highly efficient supervision produce the best results.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [10250]

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialists (30 years), well-equipped works servicing, rebores and complete overhauls, spare parts stock.—79-81, New King's Rd., Fulham, S.W.6. Renown 1185. [10676/R]

H.R.G.

for Richard Aley's well-known 1500.—Details from 53, Hinton Way, Cambridge. [5751]

H.R.G. Cars Wanted

GOOD H.R.G. required immediately.—G. Edwards, 118, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for H.R.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4019/R]

H.R.G. Cars and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS, 18, Berkeley St., W.1. Mayfair 3266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. [10594/R]

HUDSON

1947 Hudson Commodore Six saloon; £575. [C5023]

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Eus. 4466. [C5023]

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015]

Hudson Cars Wanted

SIMPSON MOTORS (WEMBLEY), Ltd., the Hudson buyers. Wembley 5681 and 5903. [W4015/R]

Hudson Spares and Service

MANCHESTER.—Hudson spares and repairers.

A. FREEMAN Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Sur. 2874-5. [10661/R]

HUDSON MOTORS Ltd., Great West Rd., London, W.4. Chiswick 562; first-class service for all Hudson cars; spares freely available either through your local Hudson distributor or from Hudson Motors, Ltd. [10665/R]

HUMBER

COACHCRAFT offer:—

£345.—1949-50 Humber Super Snipe saloon, nearly new tyres, very carefully used, heater and H.M.V. radio, very good running order; 3 months' mechanical guarantee; terms to suit and exchanges.—Coachcraft, Kim Rd., Evesham, Tel. 6539. [C1053]

B. J. HUNTER Ltd., offer:—

1951 Humber Super Snipe saloon, fitted hydraulic hand clutch control, superlative condition; £525. [C2040]

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

H. BEART & Co., Ltd., offer:—

1954 Humber Hawk saloon, fitted radio and heater, one owner, genuine 15,000 miles; £795.—102, London Rd., and High St., Kingston-on-Thames, Kingston 3548. [C1061]

GLANFIELD LAWRENCE offer:—

1954 Humber Hawk saloon, one owner, metallic grey with red leather, heater, 10,000 miles only; £795.

1950 Humber Super Snipe saloon in black, with sales power operated division, in exceptional condition; £525.

1949 Humber Super Snipe saloon, in black, heater, many extras, exceptional condition; £495.—407, High Rd., N.12, Finchley 0091. [C2053]

TOM GARNER, Ltd., offer:—

1951 Humber Pullman Mark III 7-pass. limousine, black heater, radio, leather throughout, L.C.; £1,395.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020]

HUMBER

WARWICK WRIGHT, Ltd., offer:—

1954 Humber Super Snipe Mark IV saloon, black with red upholstery, 6,000 miles; £1,025.

1954 Humber Hawk Mark V saloon, golden sand with red upholstery, fitted heater, 9,000 miles; £835; also in black at similar mileage.

1950 (December) Humber Imperial Mark III 7-seater saloon, black with fawn upholstery, fitted heater, 11,000 miles; £1,445.

1954 (November) Humber Hawk Mark VI saloon, canvas green with fawn upholstery, fitted radio, 9,000 miles; £945; also in black, similar mileage.

1950 Humber Imperial Mark III 7-seater (December) saloon, black with fawn upholstery, fitted heater, 11,000 miles; £1,445.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

GUY SALMON AUTOMOBILES offer:—

1955 (model) Humber Hawk Mark IV saloon, metallic grey/red leather, 5,000 miles only, overdrive, radio, heater; £995.—Portsmouth Rd., Thames Ditton, Emsbrook 5551-2-3. [C4001]

H. A. SAUNDERS, Ltd., of Worcester.

1952 Humber Super Snipe saloon, black with beige leather, radio and heater; immaculate; £475.

AUSTIN House, Castle St., Worcester. Tel. 2255. [C4005]

PHENIX MOTOR Co. (SURREY), Ltd.

FOR all Rootes Group products.

1954 (Jan.) Humber Hawk saloon, green, radio, heater, 15,000 miles; £795.

1953 (June) Humber Super Snipe saloon, black/leather; £585.

1953 (June) Humber Super Snipe saloon, black/red, radio, heater; £795.

1952 (July) Humber Hawk saloon, radio, heater, 24,000 miles; £615.

THE above selected used cars are the finest possible examples in the Humber range.

MANY other models available.

PHENIX MOTOR Co. (SURREY), Ltd., Phenix House, High St., Sutton, Surrey, vigilant 1121.

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 Humber Hawk saloon, one owner, in very good order throughout, taxed year; £565.

1950 Humber Hawk saloon, taxed year, fitted H.M.V. radio, perfect order throughout; £525.

1950 Humber Snipe saloon, fitted heater and in exceptional condition throughout; £475.

Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034]

WHITEHALL MOTORS, Ltd., of Coventry, offer:—

1955 model Humber Hawk Mark VI ohv de luxe saloon, finished golden sand with red leather interior, fitted heater, wheel trims, etc., one private owner, very small mileage, taxed year, whole car as new, £665, terms, exchange.

WHITEHALL MOTORS (COVENTRY), Ltd., Coventry Rd., Exhall, nr. Coventry, Tel. Bedworth 3395-6. [15896]

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1951 Humber Hawk, heater, etc.; £565.

MARLBOROUGH WORKS, Kenton, Tel. Wordsworth 7805 (5 lines). [C1008]

LAMBS OF WOOD GREEN, established—1897.

Humber bargains.

£595.—1952 Humber Hawk saloon, excellent example, fully equipped, fully taxed, one owner, fully equipped, spotless condition, choice of three of 1949, 1950 and 1951 saloons at bargain prices.

LAMBS OF WOOD GREEN, 100 guaranteed cars, exchanges, hire purchase, 421-423, High Finchley, Finchley 6222-3-4. (East Finchley Underground.) [C2052]

A&S Guaranteed Limousines, Exceptional Value. Below:—

LIMOUSINES, Pullmans, 1947, mildred edge, partition, forward occasional, private owners; £525.

LIMOUSINES, 1948, mildred edge, partition, forward occasional, private, excellent; £695.

LIMOUSINES, 1949 Mark II Pullmans, partition, heater, radio, excellent throughout; £865.

LIMOUSINES, 1950 Pullmans, radio, heater, leather, privately owned, low mileages; £1050. Also in cloth at £695.

LIMOUSINES, 1951, partitioned, leather throughout, forward occasional, radio, heater, private; £1,225.

LIMOUSINES, 1952, Mark III, heater, radio, leather, meticulously maintained, 15,000 miles, selection from £1,525.

LIMOUSINE, 1953, partition, forward occasional, leather upholstery, heaters, black, little mileage; £1,545.

A&S & SAUNDERS (Limousines Purchased) Providence Court, North Audley Street, Mayfair 2941.

HUMBER Super Snipe saloon (1951), with division, black, beige leather; £530.

HUMBER Hawk saloon (Jan., 1954), black, red leather; £795.

STRATTON, 40, Berkeley St., London, W.1. (Mayfair 4404.) [C4022]

1949 Humber Super Snipe, very nice car, heater, radio; £375.

SCOTT CARS, 547, Finchley Rd., London N.W.3. Tel. Hampstead 7779/8676. [C4016]

SIMPSON MOTORS (WEMBLEY), Ltd., English Car Sales Division offer:—

1950 Humber Super Snipe drop head; £475.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

1952 Humber Hawk, bronze/red, heater, one owner, 17,000 miles, £595.—Salmons Garages, Ltd. Temple Bar 3338. [C4029]

£445.—1950 (October) Humber Super Snipe saloon, grey, grey leather, fully equipped, recorded mileage 40,000, a one-owner car in excellent condition.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070]

HUMBER

1952 Hawk, one owner, supplied and maintained by us, black, heater; £615.—R. F. Fugate, Bushey Heath, Herts. [C2017]

HEARSES HEARSES HEARSES, 27, H.P. Chassis with Brand New Deck & Bearer Bodies From £1900. Prochures Available.

A&S & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161. [C1102]

1951 Humber Hawk saloon, black; £425.—Montrose Motors (N. H. Boswell), 91/95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. [C3068]

LIMOUSINE, 1950, privately owned, 7-passenger, leather, tailored loose covers, reasonable mileage, excellent chassis, lavishly equipped; £1,085.

LIMOUSINE, 1951, privately owned, 7-passenger, leather, small mileage, radio, heater, wonderful condition throughout; £1,225.

SEVEN passenger limousine, 1952 Pullman, genuine low mileage, original private owner, lavishly equipped.—Victoria Garage, Edware Rd., Cricklewood, 3029 Gladstone. [C1103]

1951 Humber Hawk Mark IV saloon, magnificent, guaranteed; £490; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4078]

1946 Humber Pullman limousine, black, excellent condition coachwork immaculate; £450.—Peter Guest, Ltd., Gaywood, King's Lynn. Tel. 2255. [5656]

1948 Humber Snipe 18hp 4-door saloon, black, brown leather, new engine, excellent condition throughout, guaranteed; £275.—King's Motors, 1, High St., Hounslow, Tel. 3532. [C2049]

1954 Humber Hawk, one owner, 5,000 miles, extras; £845; as brand new.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Tel. Hendon 2146. [C2049]

1952 (July) Humber Super Snipe saloon, Mk. III, black with red leather, one owner, only 15,000 miles, very carefully used; £635.—Castle's, Church Gate, Leicester 62521. [5663]

1947 Humber Super Snipe estate car, 7/8-seater, new engine, 27hp, first-class condition, ideal for speed and heavy loads; bargain, £500 or offer.—South Mimms 3146. [5692]

1953 Humber Super Snipe saloon, Mark IV, blue with light fawn upholstery, spot and fog lamp, radio, heater, immaculate; £825.—Carris Motors, Ltd., Lewisham Bridge, S.E.13. Tel. 8585. [5610]

1954 Humber Hawk saloon, Mark V, seal grey with red upholstery, heater, taxes, one owner; £765.—Carris Motors, Ltd., Lewisham Bridge, S.E.13. Tel. 8585. [5609]

1954 Humber Super Snipe saloon, Mark IV, black with red upholstery, radio, heater, one owner; £825.—Carris Motors, Ltd., Lewisham Bridge, S.E.13. Tel. 8585. [5611]

1949 Humber Super Snipe saloon, heater, black, beige leather upholstery, immaculate; £395.—Vare Motors, 472, Archway Rd., Highgate, N.6. Mountview 9039 and 5306. [C4074]

WELLINGTON GARAGE (HANWELL), Ltd., offer:—

1949-50 Humber Super Snipe, radio, heater, new engine, £565; terms, exchanges.—314-316, Ruislip Rd. East, Greenford, Middx. Wavloxy 4091. [5735]

1952 Humber Imperial Mk. III 7-seater saloon, black, brown leather, fitted radio, heater, loose covers, spots, immaculate; £1,350 o.n.o.—Tel. Hoo. 294 for appointment to view. [5514]

1953 (Sept.) Humber Hawk Mk. V, vrey/red leather, radio and heater, 16,000 miles; £725.—G. E. Widdon & Co., Ltd., 10, Bichchenden Mews, W.11. Park 4949. Bay. 5598. [5511]

1953 Humber Super Snipe, gun grey, radio, heater, one owner only, maintained by Humber dealers, taxed year; £785.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 233. [C3011]

1952 Humber Imperial 7-seater saloon, black with brown interior, 14,000 miles, fitted radio and heater, excellent condition throughout; £1,000.—Weybridge Automobiles, Ltd., Queens Rd., Weybridge 233. [5389]

£430.—1951 Humber Super Snipe, one owner, colour bronze, fitted heater and taxed year; rare bargain; terms.—11, Bennett Rd., Higher Crumpsall, Manchester, 8. Tel. Cheetham Hill 1524. [5814]

13000 miles only; 1951 Humber Super Snipe saloon, heater; £595.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027]

JACK ROSE, Ltd., offer 1954, 1955 type Humber Super Snipe saloon, radio, heater, loose covers, £1,075; also 1954 Hawk saloon, black, one owner, £775.—40, Ford Rd., Wallington, Surrey. Wallington 6677/Burgh Heath 2376. [C3058]

1954 (March) Humber Hawk saloon, black, maroon leather, heater, 22,000 odd miles, one owner, most carefully maintained and immaculate; written guarantee; £775; terms, exchanges.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [5658]

1951 Super Snipe Mark III, choice of two, one finished in green with brown leather, fitted twin fog lamps, second finished in bronze and fitted heater and H.M.V. de luxe radio, with twin speakers, both one owner, low mileage and immaculate cars; taxed for year from £545.

J. MOTORS, Ltd., Bromley. Rav. 3456. [5768]

Humber Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Humber.—Hampstead (Tube), N.W.3. Ham. 6041. [W4015/R]

A&S Limousine Pullman and Imperial Saloons required urgently immediate payment.

A&S & SAUNDERS LTD., Providence Court, North Audley Street, London, Mayfair 2941. [W1008]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Humber Cars Wanted

R ROOTES, Ltd.
D DISTRIBUTORS.
R REQUIRE modern low-mileage Humber cars.
B IRMINGHAM.—Lower Temple St. (Central 9411.)
R OCHESTER.—(Chatham 2251.)
W ROTHAM HEATH.—(Borough Green, 4.)
M AIDSTONE.—(Maidstone 3335.)
M ANCHESTER.—129, Deansgate. (Blackfriars 6577.)
C ANTERBURY.—(Canterbury 3252.)
R OOTES, Ltd., Devonshire House, Piccadilly, W.1.
 Tel. Grosvenor 3401. [C106/N]
A LMOST new Humber required immediately.—54,
 Streatham Hill, S.W.2. Tel. 2676. [W3016]
T OP prices paid for 1949 onwards Pullman limousines
 and Imperials.—Woodall, Nicholson, Ltd., Well
 Lane, Halifax. Tel. 4251. [C1039/R]
S EVEN passenger 1951/1953 saloon limousine required,
 good price paid; details, please.—Woodbury,
 Sheen Common Drive, Richmond. [W1103]
H umber Spares and Service
T HE Humber specialists for all spares.—Ring Uplands
 8637. See advt. under Parts & Accessories. [C1039/R]

INVICTA

£175—Invicta 1½-litre open 4-seater, fitted post-war Ford V8 30hp engine, excellent performance. Wimbeldon 5603. [5193]
B LACK Princes Invicta, fitted with Lagonda sports 4-door saloon body twin o.h.c. Meadows engine, manual gear box, radio, heater, first registered, 1955, total mileage, from new 1,100; sacrifice £700.—Box 4632. [5872]

JAGUAR

H ENLYS, Ltd.,
E NGLAND'S Largest Jaguar Distributors.
S ELECTION of all models at attractive prices.
D EVONSHIRE House, Piccadilly, W.1. (Grosvenor 2267.)
H ENLY House, 365, Euston Rd., N.W.1. (Euston 4444.)
D EPOTS at:—
M ANCHESTER (Blackfriars 7843).
B RISTOL (Bristol 21326).
B OURNEMOUTH (Bournemouth 6314).
N ORTHAMPTON (Northampton 907).
C AMBERLEY (Camberley 77).
H OUNSBLOW (Hounslow 3454).
F INCHLEY (Finchley 0081).
G REAT WEST RD. (Ealing 5477). Official Jaguar Service Station.
C AMDEN TOWN SERVICE STATION (Ouliver 4141).
H ENLYS, Ltd., England's Leading Motor Agents. [C1027/R]
A I at Browns.
1953 (Nov.) Jaguar Mk VII saloon, fawn, radio, 17,000 miles, one owner. £1,095.
W. J. BROWN, Ltd., 350, Finchley Rd., N.W.3.
 Ham. 2284 [C1025]
C AR MART, Ltd.
1952-3 Jaguar 3½-litre Mark VII saloon, sliding head, radio, heater, black with brown upholstery. £925.
C AR MART, Ltd., 382, Streatham High Rd., S.W.16.
 Streatham 0054. [C1039]
T OLWORTH MOTORS.
1954 Model XK120 convertible, radio, occasional seats, low mileage. £1,150.
1953 Mark VII, 15,000 miles, one owner, most immaculate. £1,025.—Kingston By-Pass, Tolworth. Elmbridge 2254. [C4081]
B. J. HUNTER, Ltd. offer:—
1953 Jaguar Mark VII saloon, fitted every conceivable extra, shows a great saving for connoisseur at £975.
1950 Jaguar Mark V 3½-litre saloon, one owner, fitted H.M.V. radio. £575.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C1040]
H. R. OWEN, Ltd.
F ROM our large and comprehensive stock we have chosen the following few cars as examples:—
1955 Mk VII M type saloon, finished in grey with red upholstery, 900 miles.
1954 Mk VII saloon, ivory with red upholstery, loose covers on seats since new, 11,740 miles.
H. R. OWEN, Ltd.,
 17, Berkeley St., London, W.1. Tel. Mayfair 9050. [C1032]
B OON & PORTER, Ltd.
1954 series Mark VII saloon, pastel blue, 13,000 miles, almost unmarked, guaranteed. £1,145.
1953 Mark VII saloon, heater, wing mirrors, one owner, 26,000 miles, excellent, guaranteed. £995.
C ASTELNAU, S.W.13 (Hammersmith Bridge). Riv. 4444. [C1032]

JAGUAR

GREAT WESTERN MOTORS.

O FFICIALLY appointed Jaguar dealers.
1954 Mark VII suede green and green hide, overdrive, radio, one owner, 5,900 miles only. £1,295.
1954 Mark VII, pastel blue and blue hide, radio, one owner, low mileage. £1,225.
1953 1½ coupe, black, beige hide, cutaway spats, fitted radio, fog lamps, an outstanding low-mileage, one owner car. £1,125.
1953 Mark VII, black, beige hide, one owner, low mileage, (sued). £985.
1952 Mark VII, blue, blue hide, one owner, an immaculate car. £975.
1950 Mark V, grey, red hide, radio, in excellent condition. £825.
A LL the above cars have been carefully vetted in our own workshops and are above average in condition.
4-6-8, Bishopsgate Rd., W.2. Ambassador 1061. [C1069]

AUTOMOBILIA, Ltd., offer:—

1946 (Sept.) Jaguar 2½-litre 4-door de luxe sun-shine saloon, black, brown hide, leather, fog-lamps, discs, excellent condition. £345.—Automobilia Ltd., Finchley Garage, Dorking 4304. [C1069]

ROSE & YOUNG, Ltd., offer:—

1955 XK140 fixed head coupe, 1,000 miles, fitted twin spot lamps, screen washers, etc., as new, grey. £1,450.
1954 XK120 fixed head coupe, 8,000 miles only, immaculate condition, black. £1,265.
1952 XK120 2-seater, 12,000 miles only, fitted radio, twin exhausts, etc. Ivory. £865.
 65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 min. Streatham Hill Station.) Tel. Hill 6464. [C1057]

H. A. SAUNDERS, Ltd., offer:

1948 Jaguar 2½-litre drop head coupe, cream/brown upholstery, heater. £465.
836-842, High Rd., N.12. Hillside 5272 (8 lines). [C1027]

H. BEART & Co., Ltd., offer:—

1954 Jaguar Mark VII saloon, birch grey with red upholstery, one owner, low mileage and in first-class condition throughout. £1,195, also overdrive model. £1,245.—102, London Rd., High St., Kingston-on-Thames, Kingston 3348. [C1061]

PHILIP RICKARDS, Ltd., offer:—

1953 Jaguar Mk. VII saloon, British racing green/tan, radio, 20,000 miles; part exchange; deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772/3. [C1051]

HOFFMANN & LEICESTER, Ltd.

JAGUAR retail dealers.

JAGUAR Mark V saloon, 1950, black with tan leather, radio, heater, screen washers, a particularly beautiful car in excellent condition throughout; price £675.
JAGUAR Mark VII saloon, 1954, finished in British Racing Green with grey leather upholstery, radio, heater, screen washers, Ace Rimbellishers, wing mirrors, 17,000 miles, a really beautiful example; price £1,265.
JAGUAR Mark VII, 1954, battleship grey, red leather, 15,000 miles, overdrive; price £1,235.
DETAILS of the unique Swain Group Guarantee supplied on request.
HOFFMANN & LEICESTER, Ltd.
PROUD members of the Swain Group.

T HE car you want—the Swain Group can locate and deliver.
31, London Rd.,
L EICESTER.
T EL. Sales 65751/5. Service 78669. [C1067]

DUNCAN HAMILTON & Co. offer:—

1955 XK120 roadster, 3,000 miles, British racing green with green interior fitted £150 worth of extras including latest H.M.V. radio, heater, Ace Rimbellishers, draught excluders, fog lamp, window washers, triple horn, rear bumper, etc., immaculate throughout. £1,295.
1954 Mark VII saloon, 8,000 miles, battleship grey with red leather, overdrive, heater, Ace Rimbellishers, radiator blind. £1,250.
1954 XK120 fixed head coupe, 3,000 miles, green with green leather, radio, heater, wing mirrors, spotlights, faultless condition. £1,325.
1953 Mark VII saloon, lavender grey with tan leather, heater, Ace Rimbellishers, one owner. £975.
1951 XK120 roadster, maroon with red leather, heater, uncrushed, unmodified. £750.
XK120 complete history, overhauled, many accessories, full details on request, part exchange welcomed.
33, High Rd., Byfleet, Surrey. Byfleet 3101 day and night. [C1078]

CHEPSTOW GARAGES, Ltd., offer:—

1951 Mark VII, two-tone blue and grey, grey leather, Michelin X tyres, low mileage, 2 owners only. £995.
1951 XK120, black/red and fawn leather, standard production car, screen washers, etc. £745.
1950 Mark V, 26,000 miles, an opportunity to purchase our managing director's own car, beautiful body in two-tone cream and black, radio, special engine with XK120 mods, including exhaust system; this car is maintained in unbelievable condition and should be seen immediately by anyone offering it a good home. £710.
FREE after sales service with all these cars.
CHEPSTOW GARAGES, Ltd., W.11. Baywater 2949 and 8020. [5906]

1952 model Jaguar Mk. VII, in excellent condition throughout, 6,000 miles.
CARS, 247, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/9676. [C4016/1]

JAGUAR

WARWICK WRIGHT, Ltd., offer:—

1954 Jaguar Mark VII saloon, with overdrive, green with green upholstery, fitted radio and heater, 12,000 miles. £1,350.
1952 (November) Jaguar Mark VII saloon, black with red upholstery, fitted radio and heater, 24,000 miles. £975.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

GUY SALMON AUTOMOBILES offer:—

1955 Jaguar XK140 drop head coupe, overdrive, radio, battleship grey/red leather, low mileage; list price.
1954 (model) Jaguar XK120 drop head coupe, 11,000 miles only from new, twin speaker, Radionable, birch grey/red leather, original spare used, immaculate condition. £1,225.
1948 Jaguar 2½-litre saloon, grey/red leather, an opportunity to acquire an almost new example of this famous model, 19,000 miles only from new, in most outstanding and original condition throughout, a car which must be seen and tried to be fully appreciated. £495.—Portsmouth Rd., Thames Diton, Emsbrook 5551-2-3. [C4001]

AUTOSALES (LONDON), Ltd., offer:—

1954 Jaguar Mark VII saloon, 9,000 miles only, one owner, finished in grey with red interior, unmarked. £1,275.—39/65, Belsize Rd., N.W.6. Maida Vale 5555 and 2155. [5762]

LEONARD WILLIAMS & Co., Ltd., offer:—

1955 Jaguar Mark VII M, with overdrive, in black, one owner, 3,000 miles only, fully guaranteed. £1,350.
LEONARD WILLIAMS & Co., Ltd., Packard Buildings, St. West Rd., Brentford, Middx. [5750]

BROOKLANDS, Jaguar Appointed Retailers

1955 Series Jaguar Mark VII saloon radio, heater, overdrive.
1953 Jaguar Mark VII saloon, black-red, 14,000 miles.
BUY or sell with confidence; guarantee.

103, New Bond St., London, W.1. Mayfair 8351. [C1029]

WESSEX MOTORS, New St., Salisbury, offer:—

1954 model (December, 1953) Mark VII, 2 owners, speed 15,000, finished in British racing green with green leather, fitted radio and Ace Rimbellishers.—Telephone Mr. Gray at Salisbury 3275. Part of the Healey Organization. [C4087]

ALLAN TAYLOR (MOTORS), Ltd., offer:—

1954 Mark VII Jaguar saloon, grey, 17,000 miles; £1,185.
HIGH ST., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). [3029]

DENHAMS GARAGE, (ESHER), Ltd., offer:—

1954 model Mark VII Jaguar saloon, superb condition, one owner driver, 11,000 guaranteed miles only, fitted H.M.V. push-button radio, original spare tyre unused. £1,195.
1953 Model Mark VII saloon, black with red leather, immaculate condition, radio, heater, screen washers, one owner, 23,000 miles only. £950.—High St., Esher, Surrey. Tel. 3560. [C1190]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1953 Jaguar XK120 convertible, colour cream and red, one owner. £1,175.
COOMBS & SONS (GUILDFORD), Ltd., St. Catherine's, Portsmouth Rd., Guildford, Surrey. Guildford 62907-8-9. [C1057]

WHITEHALL MOTORS, Ltd., of Coventry, offer:—

1953 (late) Jaguar XK120 hardtop coupe, honey beige, with red leather interior, H.M.V. radio, heater, screenwashers, wire wheels, etc., very low mileage, also in magnificent condition.
1952 Jaguar XK120 sports fully C type modified wire wheels, magneto ignition, Whitewall tyres, petrol seats, leather hood, etc., ivory finish. TERMS, exchange.
WHITEHALL MOTORS (COVENTRY), Ltd., Coventry Rd., Exhall, nr. Coventry. Tel. Bodsworth 3395/6. [4988]

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1953 Mark VII Jaguar saloon, black and grey, 16,000 miles, excellent condition throughout. £1,095.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1631. [C4006]

LAMBS OF WOOD GREEN, established 1897, Jaguar bargains.

1952 Jaguar XK120 sports 2-str., this car virtually new and runs like brand new, you must buy this one at £799.
BARGAINS in Mark V Jaguar saloons, 2½ and 3½ litre, specially selected examples of these delightful cars, five in choice from: £545 to £695.
LAMBS OF WOOD GREEN, 100 guaranteed cars, exchange, hire purchase. £21-423, High Rd., Tel. Finchley 6222-3-4. (Near Finchley Underground). [C2092]

1950 Jaguar Mk. V 2½-litre saloon, black with brown leather upholstery, specimen. £595.

PARKERS, Ltd., Bradshawgate, Bolton 4090. [C3068]

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:

1950 Jaguar Mark V, £565; 1957 Jaguar 2½-litre saloon, 2195; 1957 Jaguar 2½-litre, £1,145.—355, High Rd., Wembley, Middx. Wembley 4422. [C4015]
1951 Jaguar XK120, cream, red leather, low mileage, age, quite immaculate throughout. £785.
CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 4727. [C1046]

1949 Jaguar, heater, radio, in immaculate condition, must be seen to be appreciated. £895.

SCOTT CARS, 547, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/9676. [C4016/2]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

SLOCUMBS, Ltd., Willesden. 4869, for cars with unique guarantee, we offer the following: **1954** XK120 convertible, in white with red leather and a black hood, fitted radio, heater, screen washers, etc., and 5,000 miles, and in the condition you would expect: £1,245; also. **1953** XK120 convertible, in white with blue leather, similar extras plus main covers, rim trims, spot lamps and extra room heater: £1,195; also. **1953** XK120 fixed head coupe, black with cream leather, radio, etc., etc., low mileage and immaculate, fitted Michelin X's, a really fine sports carriage: £1,165; also. **1947** 3½-litre saloon, in black, one owner, excellent condition throughout, a very quick and impressive piece: £885; also. **1937** SS100, freshly repainted B.R.G., recent engine overhaul, excellent tyres, extremely rapid and quite an eye catcher: £295. **PART** exchange your car or motor cycle, and have the balance put on hire purchase.

SLOCUMBS, Ltd., Car Division, Willesden 4869, (C4017)

CAMDEN MOTORS offer the following high-class Jaguars from their stock of 500 cars:

JAGUAR 3½-litre drop-head four-door coupe, 1948, one of the rare and desirable right-hand-drive models, most attractive body styling, moderate total mileage: £440.

JAGUAR 3½-litre saloon, 1949, finished in bronze with red leather interior, and fitted heater and radio, one Jaguar enthusiast owner who regrettably disposes of the car due to immediate emigration: £435.

JAGUAR 3½-litre sports saloon, 1947, full special equipment model in Jaguar green, very good condition all round: £410.

JAGUAR 3½-litre sports saloon, 1939, this car was returned to Jaguars in November last year for engine reconditioning and complete overhaul, its general condition, especially mechanically, is superior to a vast number of post-war cars, strongly recommended: £295.

JAGUAR Mark VII saloon, 1953, a genuine one-owner car with all extras, heater and radio, in literally immaculate condition in every respect, nominal mileage: £995.

JAGUAR Mark V saloon, 1950 model, purchased from executors of late owner and unused for some period owing to ill-health, genuine small-mileage car, condition completely original: £595.

JAGUAR Mark V drop head, four-door coupe, 1950, another very rare example, this car is in specimen condition throughout: £645.

JAGUAR 1½-litre full special-equipment saloon, 1948, with heater, radio and screen washers, bright and attractive condition: £465.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. (C1035)

1950 Jaguar Mark V, radio, heater, excellent condition: £795.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/9676. (C4016/1)

1951 Mark V drop head, heater, radio, in superb condition: £765.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/9676. (C4016/3)

BENTALLS, Ltd.—1951 Jaguar XK120, bronze brown upholstery: £795.

1952 Jaguar Mark VII, grey with grey upholstery: radio: £695.

1952 Jaguar Mark VII, grey with red upholstery: radio: £675.

KINGSTON-ON-THAMES, Kingston 1001 (C1093)

CHIPSTEAD MOTORS, Ltd. (Official Jaguar Dealers), offer:

XK120 1951, engine rebored, high axle, etc., red; £765.

XK120 1954 speedo, reading 8,000, S chassis, C type head and modifications; understocked to have cost approximately £2,100; white, grey leather. Below.

C Type, 1953, indistinguishable from new.

XK120 1953, hard top, black, red, as new.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Faxman 0052/7253/7154. (C1046)

JAGUAR 1954 Mk. VII, black beige interior, excellent condition, works maintained: £1,300.—Box 4362.

1946 Jaguar 1½-litre saloon, grey, nice condition: £345.—Bale Motors, Ltd., Tel. 7771 (4 lines).

£105—1937 3½-litre Jaguar, owner emigrating, taxed, bargain.—88, Mendow Rd., Coventry. (S845)

995—Jaguar 1954 XK120 drop head coupe, heater, one owner, small mileage, exceptional: cost £1,650; terms, exchanges.—Rowland Smith, below.

445—Jaguar 1948 1½-litre saloon, sliding head, leather, heater, Ace discs, carefully used; terms, exchanges.—Smith, below.

365—Jaguar, Sept. 1946, 1½-litre saloon, sliding head, leather, heater, reconditioned engine; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. (C4018)

1954 Jaguar XK120 convertible, twin exhausts, radio, heater, 14,000 miles, perfect condition: £1,195.

1951 Jaguar Mk. V convertible four-door, completely overhauled and quite immaculate: £795.

TAYLOR & CRAWLEY, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. Slo. 5215. (C4036)

BEATS OF KINGSTON, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 5540. (T001/1)

1953 Jaguar Mark VII saloon, black/brown upholstery, fitted radio and heater, 14,000 miles only: £975.

JAMES EDWARDS (CHESTER), Ltd., The Northgate, Chester. Tel. 23123. (C2090)

1955 (April) XK120, ex-works, cars: £1,395.—Holland Park Autos, 142, Holland Park Ave. W.11. Park 3038. (C2095/1)

1948 3½-litre drop head four-door, black, superb condition, numerous extras: £415.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5421.

JAGUAR

1955 Jaguar Mark VII M Type saloon with odd guarantee, attractive price.

GREEN & ZONIS, Ltd., 246/252, Deansgate, Manchester, 3. Tel. Deansgate 3525-6. (C2028)

1952 Jaguar Mark VII saloon, blue, red leather, very low mileage, in immaculate condition: £835.

JACK GREEN CARS (LONDON), Ltd., 191-3, Walworth Rd., S.E.17. Rodney 7111-2. (C2088)

1954 (June) Mark VII Jaguar, black, red leather, heater, 7,500 miles; £1,195.—36, Nottingham Place, W.1. Welbeck 0542. (4696)

JAGUAR, Mark VII, late 1953, dark grey, very seldom used, completely new condition throughout, inspection in Birmingham district—Apply Box 4540. (S583)

1948 Jaguar 1½-litre sports saloon, special equipment, radio, heater, etc.; splendid condition: £450.—Pantiles Service Garage, Ltd., Guildford 5326. (C3035)

1954 (Oct.) Jaguar XK120 black drop head coupe, special equipment model, radio, spot lights, etc., 6,000 miles only; £1,295; H.P. exchange.—Hayes 5260, 9 a.m.—7 p.m. (S583)

1948 Jaguar 3½ saloon, guaranteed, £345; also Jaguar 3½ drop head coupe, guaranteed: £195; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. (C3029)

XK120 special equipment 1954 model, fixed head coupe, one owner, 10,000 miles; new tyres, a specimen car.—Archie E. Moss, Ltd., Woodgate Loughborough. Tel. 2645. (S602)

1948 (Nov.) Jaguar 2½ saloon, gunmetal, grey leather, radio, heater, screen washers, discs, excellent condition: £425.—1, Grange Court, Sudbury Hill, Harrow. 4332-1. (S675)

1949-50 (October) Jaguar Mark V saloon, black, beige, hide interior, immaculate condition: £575, or £200 down.—Bray Motors, 180-184, West End Lane, N.W.5. Hampstead 6490. (C1024)

1950 Jaguar Mark V saloon, green, green leather, specimen example: £645.—Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1. Euston 7811. (C4011)

JACK ROSE, Ltd., offer 1952 model XK120 2-seater sports, clean inside and out: £735.—Stafford Rd., Wallington, Surrey. Wallington 6677/Burgh Heath 2376. (C3056)

1952 Mark VII Jaguar, 2-tone blue, heater and Motorola radio, white wall tyres; terms and exchanges: £795.—Starnes Motors, 103, The Broadway, Cricklewood, N.W.2. Gladstone 2490/0298. (S59J)

BARTLETT—Jaguar 1951 Mark V 3½-litre drop head coupe, one owner, very extra, small mileage, outstanding condition: £850.—27, Pembroke Villas, W.11. Bay. 0525. (C1013)

1939 Jaguar 1½ drop head coupe, almost new plastic hood, sound condition throughout: £285; written guarantee; terms, exchanges; trade enquiries welcome.

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-5-4 anytime. (C4065)

1954 Jaguar Mark VII saloon, colour black with red upholstery, fitted radio and loose covers, whole car immaculate: £1,075.—Jack Smith, 25, Bruton Place, W.1. Mayfair 0661-2. (C4062)

1953 Jaguar XK120 F.H. coupe, black with red leather interior, radio, heater, screen washers, one owner car: £1,245.—Henlys, Henlys Corner, North Circular Rd., N.W.11. Finchley 0081. (S769)

£1025—1953 (May) Jaguar Mark VII saloon, blue, blue upholstery, recorded mileage 12,000, fitted radio, heater, windscreen and other extras, an immaculate specimen of this most attractive car.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. (C1070)

WELLINGTON GARAGE (HANWELL), Ltd., offer: 1950 Mark V Jaguar, grey, red leather, heater, one owner, £525; terms, exchanges.—514-516, Finsbury Rd. East, Greenford, Middx. Waxlow 4091. (S754)

1946 Jaguar 1½-litre saloon in immaculate condition throughout, specimen example: £425.—Station Garage, Taplow, Ltd., Station Approach, Taplow, Bucks. (S520)

1952 Jaguar Mark VII, black with brown leather, good condition: £850; would exchange for smaller car, cash adjustments: H.P. terms.—Smith, 38, Fairway, Leigh-on-Sea, Tel. Eastwood 55079. (S701)

£735—1952 (July) Jaguar Mark VII saloon, colour grey with leather, fitted radio and heater, car unmarked: terms.—Slimm, 11, Bennett Rd., Higher Cumpall, Manchester, 8. Tel. 1924 Cheetham Hill. (S615)

1955 Jaguar Mark VII model M saloon, fitted X.K. steering gear, radio, heater, finished in lavender grey with red upholstery, 3,000 miles only: £140 below list price.—Royston Motor Company, Royston 2148/3298. (S759)

EXCEPTIONAL offer.—J. Davy, Ltd., offer a 1954 (July) Jaguar Mark VII saloon in lavender grey with red leather upholstery; Borg-Warner automatic transmission.—J. Davy, Ltd., 180/188, Kensington High St., W.8. Western 9641. (C1069)

1954 (March) Jaguar XK120 drop head coupe, lavender grey with suede green upholstery, radio, heater, collimator, in black, wing mirrors, maintained by distributors since new: £1,150.—MacVitie, Malvern, Tel. 300. (S643)

JAGUAR Mk. VII 1954, high lift cams, continental suspension, all the latest modifications carried out by Jaguar, a superb car maintained regardless of expense: £1,205.—Frank Grounds, Ltd., 152-4, Highfield Rd., Aston, Birmingham, 6. East 1763. (S646)

1952 Jaguar Mark VII, 24,000 miles, in perfect condition, colour black, with black and not a scratch on it, radio, heater, flame throwers, wing mirrors, turbo rim embellishers and cut-away rear wheel spats, nearest offer: £880.—Torre Motors, Ltd., City Garage, Sheepcar, Leeds, 7. Tel. 2-3222. (S603)

Jaguar Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jaguar.—Hampstead (Tube), N.W.3. Ham. 6041. (W3018/R)

COOMBS & SONS (GUILDFORD), Ltd. **URGENTLY** wanted, good condition post-war Jaguar cars, offers appreciated.—Portsmouth Rd. Guildford, Tel. 62907. (0234/R)

ALMOST new Jaguar required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. (0180/R)

XK120 Roadster wanted, must be ivory and in good condition: 1953 Triumph Mayflower and cash offered for quick sale.—Tel. Coventry 68349. (S000)

Jaguar Spares and Service

HENLYS, Ltd. **ENGLAND'S** Largest Jaguar Service Station. **GREAT** West Rd., Brentford. (Ealing 3477.)

SPARES and replacement engines for all models from 1935.

AND at Manchester, Cheetham Hill Rd., Deansgate 6216-7.

QUICK completion of repairs. (0656/R)

KJ MOTORS, Ltd.—Spares, reconditioned units, Girling, Radiomobile agents.—Bromley, Rav. 5456. (0967)

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. (0335/R)

PERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough, Tel. 22354. (0430/R)

LEX GARAGES, Ltd.—Comprehensive range of all Jaguar spares in stock, specialised service and maintenance for Jaguar cars.—Lex Garages, Ltd., Fortis Avenue, Wembley, Arnold 1154-5. (0719/R)

EFFICIENT repairs! Immediate attention: gears, gear boxes, etc., seat covers, £5/10; trade discount; cars bought, sold.—T. & F., 10, Winchester Mews, N.W.3. Pri. 2647. (S4100)

LANCASHIRE specialised sales, repair and spare parts service, large stock available.—Parkers, Ltd., Bradshawgate, Bolton (4030), and 176, Deansgate, Manchester (Deansgate 4507). (0739/R)

JEEP

JEEP: £85.—Thornton Heath 3402. Grams, "Matbro, Wallington." (S647)

JEES!!!—Jeeps always available, comprehensive stocks of spares.—Autowork, Ltd., Winchester. Tel. 2955. (C1010)

JEES, private or commercial, all spares.—F.W.R. Motors (late Wick Autos), 15, St. John's Rd., Hampton Wick, Kingston 4718/8248. (0620/R)

£120 buys a special bargain.—See Metam, famous for 12 conversions.—98b, Beisize Lane, N.W.3. Hampstead 8231. (0527/R)

REBUILT Jeeps (full guarantee equivalent to a maker's) own vehicles taken part exchange; all terms available.—Mansell & Fisher (see Jeep Spares, below). (C3066)

BRITAIN'S leading Jeep specialists now offer the first diesel-powered Jeep, fitted with new Perkins P4 engine, in addition to our full range of Jeep spares and rebuilt Jeeps.—Write for details to:

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3013/0621. (0241/R)

WILLIS Jeeps, sales, service, genuine manufacturers' spares.—All enquiries to sole appointed British concessionaires (see also under New Jeeps)—Steele Griffiths, Ltd., London, S.E.5. Rodney 2201-6. (0652/R)

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts, home and export; 1955 illustrated assembly guide and parts catalogue price 1/-; largest stocks, lowest prices; exchange plan engine, gear box, clutch, etc.; noted for all American spares.—331-333, High Rd., Chiswick, London, W.4. Chiswick 1919/6850. (C0835/R)

Jeeps Wanted

JEK required about £100, Ford/Willis.—81, Alresford Rd., Winchester. (W1010)

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Jeeps.—Hampstead (Tube), N.W.3. Ham. 6041. (C4018/R)

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JEK Service Station, overhauls, repairs, all Jeep spares available; exchange plan, all units.—Mansell & Fisher, 20, Cadogan Lane, London, S.W.1. Sloane 5785, 4732, 4738. (C3066)

JENSEN

BROOKLANDS, Jensen Distributors.

1955 Interceptor saloon and coupe available, 541 saloon; demonstrations.

1955 Series Jensen Interceptor cabriolet, 3,000 miles, grey.

1951 Jensen 4-litre saloon, radio, heater, black.

CARS purchased for cash; guaranteed.

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INTERCEPTOR 1954 saloon, privately owned, guaranteed mileage 7,000 only, positively as new; £2,000 no offer.—Box 4497. (S594)

541—Demonstrations now available anywhere; buy your Jensen from specialists intimately connected with the company since 1956; used Jensens bought and sold.—Alexander Engineering Co., Ltd., Haddenham, Bucks. Tel. 545. (C1094)

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Lancia Cars Wanted
A PHILIA, Astoria or Augusta required.—R. J. Searle, Ltd., Molesey 2142-5. [W4069]
BARTLETT will pay more for good Lancias.—27, Pembroke Villas, W.I.I. Bay. 0523. [W1015]
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancias.—Hamstead (Tube), N.W.5 Ham. 6041. [W4018/R]

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LANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company; all servicing and repair work, reconditioning, etc., carried out by our own staff of specialized mechanics; genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Alperston, Wembley. (Perivale 5565) [C0320/R]

LA SALLE
LA SALLE saloon, former property of well-known film star, paintwork needs touching in, yet sound snip; £20.—Eltham 2810. [S748]

LEA-FRANCIS
WORKING MOTORS (Mercedes Distributors),
1951 Lea-Francis 14hp special sports saloon, one owner, immaculate condition; £575.—Maybury Hill Garage, Woking 4277-8. [C4057]

CHARLES POLLETT, Ltd., sole distributors Lea-Francis, London & Home Counties.
SHOWROOMS: 18, Berkeley St., W.I. Mayfair 6266.
SERVICE: Works & Stores—Barnside Yard, off Elgin Ave., W.9. Canningham 5956. [C2010]

1951 Lea-Francis 14hp black saloon, two owners, spotless condition, new battery; £525.—Box 4408. [S527]

G & M
ALFRED'S (1956), Ltd.—1950 Lea-Francis 14hp saloon, above average.—6-7, Warren St., W.I. Euston 3268. [C1005]

1951 Lea-Francis 4-light saloon, green, heater, 21,000 miles, condition as new; £600.—Branksome Red Road, Boreham Wood, Watfve 1151. [S777]

1947 Lea-Francis brake, reconditioned engine, steering, repainted, excellent condition; £325 o.n.o.—Dillon, Britannia Barracks, Norwich, Tel. 20430. [S714]

EXTREMELY attractive 1949 1½-litre 2-4-seater sports, fast and economical, Alpine-mist grey, red hide, extras; £660 o.n.o.—23, Clewer Court, Newport, Mon. (Newport 58167 office). [S508]

1950 Lea-Francis saloon, one owner, black, brown leather, sun roof, very good appearance, excellent mechanical condition; £555; written guarantee; terms, exchanges, trade enquiries welcomed.
HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-3 any time. [C4065]

545 cms.—Lea-Francis 1952 model 14hp sports saloon, maroon, beige leather, I.P.S. heater, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. [C4018]

Lea-Francis Cars Wanted
H. A. SAUNDERS, Ltd., Golders Green, require:—

LEA-FRANCIS cars for cash—140-144, Golders Green Rd., N.W.11. Speedwell 0011. [W4004]

GOOD Lea-Francis required.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lea-Francis.—Hamstead (Tube), N.W.5 Ham. 6041. [W4018/R]

Lea-Francis Spares and Service
LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry, Tel. 69004-5. [C0392/R]

CHARLES POLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., S.W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—

BARNSDALE Yard, off Elgin Ave., W.9. Tel. Canningham 5956-7. [C0395/R]

LIMOUSINES
A & S 7-Passenger, £325 Morris Oxford, 18hp Austin £325, 16hp Austin Hircan £650, Esmerlines, Humbers from £595, Packards, Cadillacs, Rolls. [C1006]

ALPE and SAUNDERS (Limousines Purchased) Providence Court, North Audley Street, Mayfair 2941. [C1006]

7-SEATER 1951-2 Austin hire car, £695; 1951 Oxford de luxe £645-11, Kendrick Place, South Kensington 6816. [C1095/1]

7-PASSENGER 1951-2-3 Humbers, 1951 Armstrong, £675; 1957 Vauxhall Grosvenor, £395.—Victoria Garage, Edgware Rd., Crickwood, Gladstone 3029. [C1095]

1935 Packard 8-seater limousine in superb condition mechanically, faultless, good tyres, battery, interior clean, taxed, insured, host of spares included; £140.—Box 4533. [S568]

CAMDEN MOTORS, the limousine specialists, offer a comprehensive selection of high-class limousines of all makes, write for special Hire Car catalogue and illustrated brochure.—Camden Motors, Leighton Buzzard 2041. Showrooms open until 8 p.m. [C1055]

165 cms.—Austin 16 1936 Chalfont 7-seater limousine, black, blue leather, lace forward occasional sliding division, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. [C4018]

CHRYSLER Plymouth 9-seater limousine, column gear shift giving extra front seat, float-on-air suspension, powerful yet economical six engine, a magnificent carriage that would not disgrace the most exclusive hire service, offered at the bargain price of £195; terms possible.—Eltham 2810. [S749]

LINCOLN
SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists, full list see "American Cars." [C4015]
ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Great West Rd., Brentford, Tel. Ealing 4506-9. [0748/R]

LINCOLN-ZEPHYR
1938 Lincoln-Zephyr, first reg. '47, heater/radio, one previous owner, blue/grey, leaving country, £245.—Syd. 5364. [S713]

MERCEDES-BENZ
JOHN S. TRUSCOTT, Ltd.

MERCEDES-BENZ Wholesale and Retail Distributors, offer the following superb secondhand examples:—

1954 (July) Type 300B latest model, special dual colour finish, grey and blue, grey hide, many extras, cost over £3,700, left-hand drive, 1,500 miles only, as new throughout, owner deceased; £2,450.

1955 Type 180, middle red, radio, loose covers, £1,525. Whitehall tyres, 3,500 miles only, as new; £1,425.

1954 Type 180, black, green interior, 9,000 miles; £1,425.

1949 Type 170S, black, grey interior, left-hand drive, unusually well kept; £625.

1938 Type 280 saloon, black, brown hide, excellent original body condition, recent complete engine overhaul, new tyres, £295.

1936 Type 500K cabriolet B, unique example; £595.

EXCHANGES, deferred terms, new models for immediate or early delivery, demonstrations at any time.

JOHN S. TRUSCOTT, Ltd., 175, Westbourne Grove, London, W.11. Bay. 4274. [C4035]

L. F. WARD, Ltd.

1954 170 Mercedes saloon, diesel, 18,000 miles, one owner, excellent condition, guaranteed cars; £1,295.

L. F. WARD, Ltd., Orange Rd. Garage, Grange Rd., Thornton Heath, Tel. 3547. [C4043]

TAYLOR & CRAWLEY offer:—

1954 Mercedes-Benz type 180, 9,000 miles, completely opening sunshine roof, one owner, supplied and maintained by us; £1,395.

1954 Mercedes-Benz type 180, 9,000 miles, immaculate condition; £1,295.

42A, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6681. [C4036]

LAMBS OF WOOD GREEN, established 1897, Mercedes bargains.

£295—1951 Mercedes-Benz 14hp 4-door sports saloon, last pre-war model, first reg. 1949, single owner, beautifully maintained, excellent condition.

LAMBS OF WOOD GREEN, guaranteed cars; exchanges; hire purchase—421-423, High Rd., Finchley, Finchley 6222-34. (East Finchley Underground). [C2052]

BROOKLANDS.—Mercedes London wholesale and retail—105, New Bond St., W.1. Mayfair 851. [C4030]

NEW and unregistered 170 diesel; £1,395.—Mansfield Autos, Ltd., 48, Fitzroy St., London, W.1. Euston 2587. [C3001]

1937 500K supercharged drop head foursome, taken for debt; £200 for quick sale.—Speedsters, Ltd., Hoxley (Surrey) 626. [C4030]

1937 type 230 black saloon, green hide, r.h.d., lovely condition; £310.—S. Tyson Rd., Lambdon. For. 9098. [S623]

THE rare 170V, 2½-seater drop head, an excellent specimen, 1948 registration; £240, £80 deposit.—R. J. Searle, Ltd., Molesey 2142-5. [C4069]

ROSE & YOUNG, Ltd., offer: 1954 Mercedes-Benz type 300 de luxe saloon, 12,000 miles, spare unused, fitted radio with twin speakers, indistinguishable from new, black with beige leather; £2,295.—65-69, Starnhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulsa Hill 6464. [C5057]

495 cms.—Mercedes-Benz 1956 type 500K r.h.d. four-seater drop head cabriolet B, silver i.e., red leather, overdrive, independent suspension, telecontrols, optional supercharger, Bosch head lamps, balanced wheels, two spares, good tyres, very carefully used, superlative condition, cost £1,800; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. [C4018]

Mercedes-Benz Spares and Service
MERCEDES-BENZ (GREAT BRITAIN), Ltd., sales, service and spares.—58, Camberwell New Rd., S.E.5. Tel. Reliance 5841-5. [4199]

MERCURY
ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Mercury Cars, Ltd., Great West Rd., Brentford, Tel. Ealing 4506-9. [0748/R]

M.G.
DICKS.

1946-7 M.G. T.C. sports 2-seater, carefully used by engineer, bargain at £295.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072]

BENTALLS, Ltd.

1953 M.G. 1½-litre saloon, black, red upholstery; £675.—Kington-on-Thames, Kingston 1001. [C1095]

B. J. HUNTER, Ltd., offer:—

1951 M.G. T.D. 2-seater, tuned and maintained by owner.—Below.

1949 M.G. T.C. sports 2-seater, attractive and well kept car; £395.—Below.

HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040]

1934 M.G. J2 2-seater, exceptional condition; £155.—Barnet, Barnet Rd., York. Tel. 4608. [S718]

M.G.
RAYMOND WAY.

RAYMOND WAY OF KILBURN.
RAYMOND WAY, the hire-purchase specialists.

1952 M.G. T.D., finished in green, extras include mirrors, chrome luggage rack, in excellent mechanical condition throughout, a car for the enthusiast; 499ms.

HIRE purchase terms on the spot with no references, no formalities or guarantees; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. R. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

CHIPSTEAD MOTORS, Ltd., offer:—

1953 T.D. bronze, tyres unmarked, specimen; £553.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046]

KDM & CHERINGTON, Ltd., offer:—

1955 (April) Magnette, black and maroon, 3,200 miles, B.M.C. warranty.

9 Albemarle St., London, W.1. Tel. Grosvenor 5551. [C2054]

PARADE MOTORS (MITCHAM), Ltd., offer:—

1949 M.G. T.C., black and green, a really beautiful car; £399.

1946 M.G. T.C., red, just fitted reconditioned engine, not yet run in, in excellent condition throughout; £365.

1946 M.G. T.C., green and beige, recent engine overhaul, full tonneau cover, superb car; £365.

1940 M.G. T.B., red, new hood and tonneau; £285.

1939 M.G. T.A., cream, Tickford drop head coupe, in really good condition; £295.

1937 M.G. T.A., red, fitted many extras; £245.

1939 M.G. V.A., green tourer, recent engine overhaul; £235.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham, Tel. Mitcham 3392. [C3036]

CLUBMAN AUTOS, Ltd., for M.G. Midgets:—

1949 (December) M.G. T.C., red, excellent condition throughout, fitted magneto, many extras; £405.

1938 (Oct.) T.A. M.G., many extras, spotless condition; £295.

138-142, High St., Tooting, S.W.17. Tel. 3484. [C1095]

JACK ROSE, Ltd., M.G. Agents and Stockists, offer:—

1954 M.G. T.P., grey with red, 5,000 miles, almost as new, unused this year, £655; also 1953 T.D. in green, almost unmarked; £535.—Stadford Wallington, Surrey. Wallington 6677/Burgh Heath 2376. [C3056]

SLOCUMBS, Ltd., Willesden 4869, for cars with 3 unique guarantees.

WE offer a selection of M.G.s as follows:—

1935 P.A., mid-grey, fine performer; £245.

1939 V.A. 12hp 4-cyl. saloon, black; £285.

1933 J.2, reconditioned engine, red leather; £175.

(registered '52) T.C., B.R.G., with hard top, also new hood and screens; £375.

AL the above carry our unique guarantee and are as well worth looking at or phoning about, as they also have a very luscious piece of T.F. with a few more and extras which make the road holding something to shout about. Come and try it.

PART exchange your car or motor cycle, and have the balance put on hire purchase.

SLOCUMBS, Ltd., Car Division, Willesden 4869.

1933 Magna 4-seater, recent overhaul, oversize rear, extras; £120.—Vig. 4656. [S512]

£120 o.n.o., M.G. P-type open sports, 4-seater.—Loynes, 15, Bridge St., Llandaff, Cardiff, 15548.

1939 (March) M.G. P.A. 2-str., red, beautiful condition; £245.—Emberbrook 5722. [S677]

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [C036/R]

BEARTS of Kingston, M.G. specialists; sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348. [C062/R]

1954 (Sept.) M.G. Magnette, 5,000 miles only, as new, B.M.C. 4 months' guarantee.

GREEN & ZONIS, Ltd., 246/252, Denagat, Manchester 3, Tel. Denagat 5325-6. [C2020/R]

1950 M.G. T.D. type, excellent condition, equipped with radio; £498.—Z. Crabtree & Co., Ltd., Kirkland, Kendal. [S725]

1949 1½ M.G. H.M.V. radio, twin horns, very nice condition; nearest offer £500.—Lonsden, Royston, Herts. 7281. [S738]

1947 T.C., excellent condition, luggage rack, Windom, etc., expensively maintained; £360.—Wat. 6855 (day). [S659]

1947 T.C., black/green, heater, Windtoms, Servis exhaust; £365.—62, Cheltenham Rd., Clapham North, S.W.4. [S592]

1946 M.G. T.C., £350 o.n.o.; beautifully maintained in immaculate black, excellent tyres, hood and battery.—Northwood 1085. [S587]

M.G. 1½-litre saloon, black and green, 1250, excellent condition, radio, taxed year; £545.—Small, Three Stables, South Rd., Taunton 3942. [S697]

1947 M.G. T.C., works replacement engine, excellent condition throughout; £380.—Manservy, Wiltshire Farm, Wokingham 806. [S678]

£130—12hp M.G. 2-seater, reconditioned engine, rewired, good condition.—Ring Arc. [S597]

evenings. [S591]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.
1952 (April) M.G. 1½ V.B. saloon, black, red leather, heater, one owner, genuine 23,000 miles, almost as new; £640.—Below
M.G. T.F., cream/maroon, 7,500 miles, luggage grid, wire wheels, taxed year; £660.—Barnstable Motor Co. Tel. 2264. (C558)

1933 J2 M.G.; £399; cream, red, complete engine, etc., overhaul 1954 (bills £701), good tyres.—24, Heathurst Rd., N.W.3. Hampstead S294. (S574)

1953 M.G. T.D. 2-seater, green; £545.—Montrose Motors (N. H. Boswell), 91/95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. (C5068)

1953 M.G. T.C. Midget, British Racing Green, spotless; terms and exchange; £535.—Wolbeck 1139. (C4049)

1937 T.A. Midget, Newton shockers, excellent road holding, engine completely overhauled; £235-7. Pemery Drive, Newcastle-upon-Tyne. Tel. 811802. (S550)

1953 M.G. 1½-litre saloon, black with green leather, one owner, 15,000 miles, excellent condition; £715.—Castle's, Church Gate, Leicester 65251. (S562)

1952 M.G. T.D. sports 2-seater, extras, excellent condition; £525; exchanges, terms.—Palmer's, 3 Russell Gardens Mews, Kensington, W.14. Park 9704 and 5965. (C504)

1955 M.G. Magnette, in grey with maroon leather, only 2,000 miles, owner selling for domestic reasons, just completely serviced and checked by M.G. works, as new; £525.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. (C1094)

645 gns.—M.G. Midget (September 1954) T.F. 2-seater, red, red leather, luggage carrier, one owner, 6,500 miles, spare unused; terms, exchanges.—Rowland Smith, below.

495 gns.—M.G. Midget 1951 T.D. 2-seater, 1,500cc engine, ivory, red leather, tonneau cover, exceptional; terms, exchanges.—Rowland Smith, below.

395 gns.—M.G. Midget 1949 T.C. 2-seater, primrose, red leather, excellent condition; terms, exchanges.—Rowland Smith, below.

325 gns.—M.G. Midget 1947 T.C. 2-seater, British racing green, good condition; terms, exchanges.—Rowland Smith, below.

175 gns.—M.G. 1938 model 1½-litre sports saloon, sliding head, leather, very good condition; terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

1950 (April) M.G. 1½ saloon, black red leather, chromium horns, perfect; £510.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1581. (S452)

1953 M.G. Y.B. saloon, silver with maroon upholstery, radio, heater, windscreen wash, twin fog, H.C.H. twin carb., oil coll. 4 new tyres, one owner, any trials; £650.

R. WILLIAMSON, 11, Broadway, Hailton, Leeds. Tel. 646057. (S575)

195 gns. series L 12hp 2-seater sports, reconditioned, recoloured, repolished, rechromed, exceptional condition, enthusiast maintained by Rolls-Royce draughtsman, photos available; Essex.—Box 4557. (S572)

1953 (December) M.G. T.D. sports 2-seater, fitted seat covers and many extras, 12,000 miles only, immaculate condition; £585.—Mathers of Stockwell, Ltd., 55, Stockwell Rd., S.W.9. Brixton 6555. (C5067)

T.C. M.G., 1947, overhauled, new hood, screen, battery (Lithapode), tyres, etc., fog lamp, luggage carrier, beige leather, black, immaculate condition; £585.—Andrews, 22, Bavant Rd., B'con, 6 (B'con) S28551. (S574)

N. A. Magnette, 1934, mechanically, electrically sound, no oil leaks, taxed year, bodywork needs repair or rebuild, hence bargain price £30 o.n.o.—Young, "Greenwoods," Essendon Rd., Sandhurst, Surrey. Tel. 4799. (S532)

M.G. Cars Wanted

R. OWLAND SMITH'S, the Car Buyers—Highest cash prices for M.G.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

SLOCOMBES, Ltd.

WE urgently require M.G.s of all models since 1933.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. Nearest Underground, Dollis Hill Stn. (W4017)

H. A. SAUNDERS, Ltd., Golders Green, require:—

M.G. cars for cash.—140-144, Golders Green Rd., N.W.11. Speedwell 0011. (W4004)

WANTED, M.G. type T.C. or late T.A., in sound condition; state price.—Box 4582. (S596)

ALMOST new M.G. required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W5016)

WANTED.—J2, J4 M.G. or Magnette or would consider model suitable for rebuilding.—Box 4479. (S5451)

XXX Excellent cash prices for good M.G. cars.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. (W2003)

WANTED by private purchaser, 1½-litre saloon 1949 or later, must be good condition.—Particulars Ray. 1630. (S569)

C.N.K. MOTORS urgently require M.G.s, particularly V.A., T.A., T.B. and T.C. models.—353, Finchley Rd., N.W.3. Hampstead 5712. (W1052)

CLUBMAN AUTOS, Ltd., urgently require all models M.G. for cash.—159-142, High St., Tooting, S.W.17. Bal. 3484. (W1095)

URGENTLY required, 1947-55 M.G. 1½ saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1581. (S550)

WANTED, nearly new M.G. Magnette, small mileage, distance no object; details and price.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 5525-6. (W2028)

M.G. Spares and Service

TOULMIN MOTORS.

OFFICIAL stockists.

SPECIALIZE in M.G. and M.G. cars only, repairs and complete overhauls, all models, reconditioned engines in stock for all models 1932 to 1952; exchange service dynamo, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always in stock; new vertical drive gears now available; we specialize in racing spares, write or tel.

TOULMIN MOTORS, 345, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2328 and 5456. Open all day Saturdays and Sunday morning 10 a.m. to 1 p.m. (S549/R)

LARGEST and quickest spares service in the South of England.—Hewens Garage, Ltd., Reading. Tel. 4435. (C0208)

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gro. 4141. (S534/R)

V. W. DERRINGTON, Ltd., for M.G. spares and replacement parts, new and used, valves, springs, guides, gaskets, road springs, brake linings and cables; stage 1 and 11 Laystall, Lucas cylinder heads, petrol tanks, fold-flat wind screens, silencers and exhaust systems; stamp new list.—159-161, London Rd., Kingston 5621-2. (M1071)

M.G. spares, most parts in stock for all models 1950 onwards, including valves, guides, springs, rocker bushes, shafts, etc. replacement camshafts, rockers, dynamos, leaf springs, wheels, hubs, vertical drive assemblies, prompt postal service; c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wembley (Station), E.W.19. Liberty 5053. (O433/R)

MORGAN

1953 Morgan open four-seater, mileage 20,000, many extras, terms and exchange; £535.—Wolbeck 1139. (C4049)

525 gns.—Morgan Plus 4 1953 drop head coupe, small mileage, exceptional, choice of two Plus 4's; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4015)

Morgan Cars Wanted

R. OWLAND SMITH'S, the Car Buyers—Highest cash prices for Morgans.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

SLOCOMBES, Ltd.

WE urgently require Morgans of all models since 1933.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. Nearest Underground, Dollis Hill Stn.

CLUBMAN AUTOS, Ltd., urgently require all models Morgan for cash.—139/142, High St., Tooting, S.W.17. Bal. 3484. (W1095)

MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. (S514/R)

MORRIS MINOR

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., W. Whetstone, N.20. Tel. Hillside 6621. (C3042)

1954 Morris Minor 2-door de luxe, grey with red upholstery, heater, seat covers, mileage 6,900, one owner, immaculate; £565.

1953 (December) Morris Minor 4-door de luxe saloon, black, red leather, heater, low mileage, excellent condition; £565.

1953 (November) Morris Minor 2-door de luxe saloon, grey, red leather, heater, mileage 10,000, one owner, excellent condition; £555.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., W. Whetstone, N.20. Tel. Hillside 6621. (C3042)

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1953 Morris Minor 2-door saloon, finished in black, red leather upholstery, genuine 15,000 miles, beautifully maintained since new; 479/9s.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

R. Maids Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line 150 yards). (C4047)

H. BEART & Co., Ltd., offer:—

1953 Morris Minor saloon, black, one owner; £495.

1952 (September) Morris Minor 4-door saloon, in grey with red leather, 20,000 miles, in exceptional condition throughout; £540.—407, High Rd., N.12. Finchley 0091. (C1081)

COMPTON & FULLER, Ltd., offer:—

1954 Morris Minor saloon, all leather, heater, 4 overriders, taxed year, spare unused, outstanding condition; £545.—Odeon Parade, Elmers End, Beckenham, Sec. 3570. (C1110)

ENGINEERS RECONDITIONED, Ltd., offer:—

1952 Morris Minor 2-door, 18,000 miles, excellent condition; £475.—353, Pinner Rd., Pinner, Middx. Tel. Harrow 5366. (C2070)

HENDON CENTRAL GARAGE, Ltd., offer:—

1952 (November) Morris Minor 2-door saloon, 18,250 miles, one owner, taxed; £495.—W. Ford Way, Hendon Court, N.W.4. Tel. Hendon 8084-5. (C2054)

1955 (June) Morris Minor 4-door saloon, mileage only; £540.—Box 4536. (S571)

MORRIS MINOR

TANKARD & SMITH (DUFF, MORGAN), Ltd.

1950 Minor 2-door saloon, one owner; £425.

1951 Convertible, wing mirrors, spot lamp; £445.

1952 Minor 2-door saloon, December delivery, 1951 series, grey/red, immaculate; £495.

1953 Minor 2-door saloon, Empire green, low mileage, superb condition; £525.

1953 Minor, 4-door, choice of two, black/red, one with heater and other extras; from £550. PART exchange, h.p., A.A. Inspn., S.W.3. (S593)

OLD Inn Garage, 15, Flood St., Chelsea, S.W.3. Fla. 8494. (S503)

1954 (November) 2-door Morris Minor, 7,000 miles; £550. Seen London.—Box 4626. (S582)

1952 Morris Minor 2-door saloon, black, one owner, 19,000 miles, well above average; £490.

G. W. HALL, Ltd., 302, King St., Hammersmith, W.6. Tel. 2381. (S374)

£435.—Morris Minor 1950 saloon, very nice condition throughout; choice 4; many other cars. BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds Holland Park Tube.) Exchanges, h.p. (C1017)

1955 Minor, new, works mileage, black 2-door, taxed year; £375.—Cheltenham S2790. (S590)

15000 miles. 1952 (May) Morris Minor 4-door saloon, grey, brown leather, taxed year. This car is in specimen condition; £515.

7800 miles. Morris Minor 4-door de luxe saloon, black, red leather, heater, over-riders, spare unused, one owner who has used this beautiful little car most carefully since Sept. 1953; £575.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. (S3011)

TWIN carburettor conversions, h/c head and high ratio rear axles give amazing performance; send for data and road tests.

DEMONSTRATIONS, h.p. terms, part exchange. ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. (C1094)

£375.—Morris Minor tourer (October, '49) — Brondesbury Motors, Brondesbury Mews, N.W.6. Maids Vale 0371. (S575)

1952 Morris Minor, 4-door saloon, grey/red, only 14,000 careful miles; £495.—John Trig. Ltd., Esher 2255. (C4096)

1950 Morris Minor, green, beige leather upholstery, excellent condition; £435. £85 deposit, balance 24 months. (C3903/2)

M. CLAREN & COX, Ltd., 928, High Rd., Finchley, N.12. Tel. Hillside 0560/9355. (S585)

1952 Morris Minor ohv, grey, red leather upholstery, faultless condition throughout; £335. £11 deposit, balance 18 months. (C3083/1)

M. CLAREN & COX, Ltd., 928, High Rd., Finchley, N.12. Tel. Hillside 0560/9355. (C3083/1)

1950 2-door Morris Minor, new engine, small mileage, good condition with servicing record; private sale; £390.—Fremantle 8795. (S579)

1952 (June) Morris Minor convertible, blue; £465. Vandervilla, 215, Haverstock Hill, N.W.3. Primrose 4441. (C4002)

1955 (March) Morris Minor convertible, green, 3,000 miles; £565.—Tel. Pixlort 426. (S588)

£520.—1952 Morris Minor 4-door saloon, green, green upholstery, recorded mileage 11,000, immaculate condition.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 226. (C1070)

1954 (July) Morris Minor 2-door de-luxe, 7,300. Underseated, extras, one owner, outstanding condition; £540 o.n.o.—Potters Bar 3358. (S585)

1955 (March) Morris Minor convertible, under 700 miles only, Clarendon grey with red upholstery, taxed year; £595.

STATION GARAGES, Ltd., Amersham, Tel. Amersham 877. (S914)

495 gns.—Morris Minor 1954 ohv saloon, heater, used; terms, exchanges.—Rowland Smith, below.

445 gns.—Morris Minor late 1952 convertible, heater, one owner, exceptional; terms, exchanges.—Rowland Smith, below.

295 gns.—Morris Minor 1950 tourer, black, fawn upholstery, choice of 12 Minors; terms, exchanges; list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

1953 Morris Minor saloon, above average condition; £475; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 5860. (C035)

1950 Morris Minor, beige and beige leather upholstery, new engine, etc., excellent condition throughout; £435. £85 deposit balance 24 months. (C3903/1)

M. CLAREN & COX, Ltd., 928, High Rd., Finchley, N.12. Tel. Hillside 0560/9355. (S585)

1953 Morris Minor 2-door de luxe saloon with heater, one owner, low mileage, condition can only be described as perfect, 3 months' guarantee; £525.

C. & W. MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). (C1091)

1955 Morris Minor 2-door, black/red, 6,000 miles; £595. Exchanges.—Naylor & Root, 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. (C3022)

1952 (October) Morris Minor convertible de luxe, h.c. head, twin carb., countless extras, exceptional condition; £445.—Richards & Carr, Ltd., 55, Kinnerton St., S.W.1. Sloane 5424. (C3044)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS MINOR

1955 Morris Minor saloon, new condition; also 1951 Morris Minor convertible coupe, 645, Winchester, etc.—Autowork, Ltd., Southgate St., Chester. Tel. 6365. (C1010)

A FEW days short of a 1954 model Morris Minor 2-door saloon, black, red interior, heater, taxed year, 14, Buntingford Ave., Worthing 1839. (C4027)

1954 Morris Minor Travellers car, grey, red leather, heater, 9,000 miles, one owner, exceptional; £645—Broadway Motors, 67, High St., Hounslow, Hou. 0173. (S552)

75mph, 45mpg, twin carburetors, h/s head, 0-50 18.6 secs, data and demonstrations—George Boyle (Sports Cars), Mollington, nr. Chester. Great Mollington 353. (C1106)

1952 Minor convertible, grey with fawn interior, heater, delightful condition, moderate mileage; £475; terms, exchanges—C.N.K. Motors, 353, Finchley Rd., N.W.3. Hampstead 5712. (C1052)

1953 Morris Minor 2-door saloons, guaranteed 6 months, choice of 3 from £500, h.p. up to 2 years.—54, Acce Lane, S.W.2. Brixton 4011, and 1-3 Dorking Rd., Epsom, Surrey, Epsom 3901. (C4085/R)

1953 (Sept.) Morris Minor convertible, 9,000 miles, one owner, heater, £495.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Freemantle 3333. (C1083)

1955 special travellers' cars built to de luxe specification, now available new in very limited quantities; retail enquiries only—Alexander Engineering Co., Ltd., Haddenham, Bucks. Tel. 845. (C1084)

TANKARD & SMITH, Ltd., offer 1953 Morris Minor convertible, Clarendon grey/red upholstery, heater, exceptional condition throughout; £520; 3 months written guarantee.—194-196, Kings Rd., Chelsea, S.W.3. Pliamman 4801. (C4025)

PRIDE & CLARKE, Ltd.—1954 Morris Minor saloons, low mileage, heater, choice several from £549; 1953, low mileage, choice from £509; 1954 traveller's car, black/red, 11,000 miles, £659; terms 15% deposit, balance over two years, exchanges; little guarantee.—257, Brixton Hill, S.W.2. Tel. 5684/5. (C3668)

1952 (October) Morris Minor 4-door de luxe saloon, Clarendon grey, with red leather, fitted with every conceivable extra including radio, heater, Ace Rimbellishers, overriders, spot lights, Windstone horns, electric clock, radiator shutter, temperature gauge, immaculate; £510 or exchange larger car.—H. C. Gordon, 46, Fitzroy St., London, W.1. Euston 2436. (S503)

Morris Minor Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Minors.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

SLOMBES, Ltd.

WE are always pleased to purchase nice examples of Morris Minors.—39-52, Dudden Hill Lane (nr. Dollis Hill Underground). Willesden 4869. (W4017)

CONVERTIBLE wanted.—45, Shirehall Park, N.W.4. Hendon 1648. (S574)

MORRIS Minor, works mileage, wanted, de luxe or standard, urgent requirement.—Box 4555. (S570)

ALMOST new Minor required immediately.—54, Streatham Hill, S.W.2. Tel. 2676. (W3016)

LOW mileage ohv cars wanted urgently, particularly convertibles—ALEXANDER ENGINEERING Co., Ltd., Haddenham, A. Bucks. Tel. 345. (W1094)

URGENT requirement for Minors.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5462. (W3045)

NEW Morris Minor Traveller's car required immediately.—Tel. Malden 5390 after 6 p.m. (S758)

W HAROLD PERRY require Morris Minor cars.—Used Car Dept., 1105-1111, High Rd., Whitestone, N.20. Tel. Hillside 6621. (W3042)

MORRIS EIGHT

1947 Morris 8 series E, nice condition; £325, below. (C4019)

1936 model Morris 8, very sound; £120.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2512. (C4019)

MORRIS 8 saloon, 1936, reconditioned engine; £95.—112, Ridgeway Drive, Bromley, Kent. (S590)

S.O.A. MOTORS (KENSINGTON), Ltd., who deal exclusively in Morris 8s, offer:—Series 8 4-door de luxe saloon; choice of 2; £265. (C265)

1939 Series E 4-seater tourer, one owner, exceptional condition; £250. (C265)

1938 2-door de luxe saloon; choice of 4 from £180. (C265)

1938 4-seater tourer, outstanding condition; £185. (C265)

1937 4-door de luxe saloon; choice of 3; £165. (C265)

1937 4-seater tourer; £165. (C265)

AND other saloons and tourers in stock.

EVERY car is thoroughly checked in our workshop, and is guaranteed for 3 months; hire purchase and exchanges.

S.O.A. MOTORS (KENSINGTON), Ltd., Morris 8 Specialists 13 and 14, Atherstone Mews, Cromwell Rd., S.W.7 (3 minutes Gloucester Rd. Tube), Western 3308. (C4045)

LAMBES OF WOOD GREEN, established 1897, Morris 8 bargains.

£175.—Morris 8 4-seater, tourer with full all-round 1955 equipment; this car although registered in 1955 is a genuine opportunity to acquire a faultlessly maintained economical vehicle.

LAMBES OF WOOD GREEN, 100 guaranteed cars; exchanges, hire purchase—£21-£25, High Rd., Finchley, Finchley 3222-3-4. (East Finchley Underground.) (C2052)

MORRIS EIGHT

125ens.—Morris 8 1938 tourer, very good condition; terms, exchanges.—Rowland Smith, below.

95ens.—Morris 8 1937 de luxe saloon, sliding head, leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

MORRIS 8hp series E tourer, immaculate condition, many extras, wireless, for lamps, badge bar; nearest £270.—Warner, 121, Gerard St., Derby. (S703)

1939 Morris 8 Series E, black brown leather, immaculate; £235.—Jack Pomeroy (Autos), 335, Hendon Way, N.W.4. Hen. 5011-2. (C3063)

1948 Series Morris 8 2-door saloon, sun roof, leather upholstery, exceptional condition; £325; terms, exchanges.—Newbury Cars, 19, Firs Parade, Muswell Hill, N.10. Tudor 3394. (S810)

£260.—1939 Morris 8 Series E, excellent condition, radio, parking light, etc., all accessories are functional and in good order; do not miss this bargain.—Phoebe Vig. 9644 after 7.30 p.m. (S838)

WALTER SCOTT, Ltd., offer 1948 Series Morris 8 2-door de luxe saloon, black brown leather, sun roof, works reconditioned engine, 4,000 miles, one owner, excellent condition; £325.—College, Cnr. Hampstead, N.W.3 (Swiss Cottage Tube). Primrose 5914. (C4006)

Morris Eight Cars Wanted

PRIVATELY owned Morris 8, Brae Court, Kingston Hill, Surrey, Tel. Hill 2768. (W2037)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8s.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

MORRIS TEN

1939 Morris 10 series £245; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Horney, Mountview 3228 and 3774. (C4054)

1947 Morris 10hp saloon, very good condition; £335. Tom Alfery Automobiles, 68, Hill Road, Wimbledon 3548. (S798)

£195!!! Morris 10 Series M de luxe 4-door saloon, 1939, black, brown leather, sound mechanically and well shod; choice of two.

CAMDEN MOTORS, Leighton Busard 2041. Write for catalogue. Showrooms open until 8 p.m. (C1035)

CASS'S MOTOR MART—1947 Morris 10 saloon, black, unblemished, genuine 20,000 miles, one owner; £410; written guarantee.—S. Warren St., W.1. Euston 4110. (C1040)

1948 (Oct.) Morris 10 saloon, in black, brown leather upholstery, a superb example of this popular model, radiator recently fitted, excellent tyres; £395.—Hillwood Motors, Mill Hill (London) 4272. (S587)

Morris Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10s.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

MORRIS COWLEY

1955 (April) Morris Cowley saloon, under 1,000 miles, grey with red upholstery; £700.—Tel. Pearmond, Northwood 2665, between 10 and 4. (S404)

1931 Morris Cowley saloon 12hp, licensed 12 years, 50,000 miles, very good engine, battery, tyres, steering, all instruments working; £60 o.n.o.—Kings Great Eastwards, Binley, Andover, Hants. (S827)

1954 (December) Morris Cowley, 4,000 miles, indistinguishable from new; £695.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Belgrave 3721. (C3006)

MORRIS OXFORD

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whitestone, N.20. Tel. Hillside 6621, offers:—

1954 Morris Oxford (series 2) saloon, grey with red leather upholstery, heater, immaculate; £720. (C3042)

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whitestone, N.20. Tel. Hillside 6621. (C3042)

CAR MART, Ltd.

1954 Morris Oxford saloon, heater, grey with red upholstery; £595. (C3042)

1952 Morris Oxford saloon, heater, green with green leather upholstery; £535. (C3042)

CAR MART, Ltd., 17, Davies St., Grosvenor Square, W.1. Mayfair 5011. (C1039)

at Browns.

1954 Morris Oxford Series II, grey/blue, loose covers, etc., 4,000 miles. (C1025)

W J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. (C1025)

BENTALLS, Ltd.

1953 Morris Oxford saloon, black, red upholstery; £575. (C1093)

KINGSTON-ON-THAMES. Kingston 1001. (C1093)

CHARLES RICKARDS, Ltd., offer:—

1949 Morris Oxford, black, fitted heater, seat covers, in excellent condition throughout, taxed for year; offered at the extremely competitive price of £395.

56 Baywater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 1820. (C3050)

GUY SALMON AUTOMOBILES offer:—

1950 (August) Morris Oxford saloon, one private owner, 20,000 miles, used week-ends and holidays only, first-class condition throughout; £485.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-5. (C4001)

TANKARD & SMITH (DUFF, MORRAN), Ltd.

1953 Oxford saloon, black, red, one owner, immaculate condition; £580. (C3063)

PART exchange, h.p., A.A. inspn., guaranteed.

OLD Inn Garage, 15, Flood St., Chelsea, S.W.3. Fla. 8494. (S247)

MORRIS OXFORD

AUTOMOBILE & AIRCRAFT SERVICES, Ltd. offer:—

1953 Morris Oxford, first-class condition; £425. (C1006)

MARLBOROUGH Works, Kenton, Tel. Wordsworth 7805 (5 lines). (C1008)

1955 Morris Oxford Traveller, 900 miles; £585.—Box 4586. (S712)

1952 Morris Oxford saloon, colour fawn, with heater, very well maintained; £520. (C1006)

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 9 a.m. to 6 p.m. (C3006)

MORRIS Oxford 1954, 4,000 miles; £685.—Wilson, Ewell 8262 or Chiswick 6844. (S344)

£465.—Morris Oxford 1950 saloon, many extras, very nice, choice 2; many other cars.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50 yds. Holland Park Tube.) Exchanges, h.p. (C1017)

A & S LIMOUSINES, 1948 14hp Oxford Hirecars, re-conditioned, leather, newly tyred, £335. (C1006)

A LPE and SAUNDERS (Limousines Purchased) Providence Court, North Audley Street, Mayfair 2941. (C1006)

1954 Morris Oxford II, heater, taxed, 7,000 miles, immaculate; £695.—3, Vemon Rd., Manby, Louth. (S624)

1952 Morris Oxford saloon, one owner, splendid order; £540.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2512. (C4019)

1954 Morris Oxford saloon, grey, 6,000 miles, a new; £640.—Peter Guest, Ltd., Gaywood, King's Lynn, Norfolk. Tel. 4129. (S361)

1951 Oxford, one owner, heater, excellent condition, 28,000 miles; £475; terms or P.E.—Beardmore, 26, Queensway, W.2. Bayswater 0134. (C1010)

HIRECAR limousine, 1951, forward occasional, 6 windows, leather, excellent throughout; £65. Kendrick Place, South Kensington 6916. (C1103)

1952 Oxford 4-door saloon, one owner, heater, superlative condition; £495.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424. (C4019)

625ens.—Morris Oxford, April 1954, saloon, Clarendon grey, radio, heater, one owner, 9,700 miles, spare wheel; terms, exchanges.—Rowland Smith, below.

565ens.—Morris Oxford, 1953 model, saloon, leather, heater, one owner, small mileage, exceptional; terms, exchanges.—Rowland Smith, below.

425ens.—Morris Oxford, 1951 model, saloon, leather, heater, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). (C4018)

1955 Morris Oxford, black, red leather, heater, spot, for lamps, lamp bar, 5,000 miles, immaculate; £740; new car delivered.—Tel. Leicester 87039. (S506)

1952 Morris Oxford saloon, superb condition throughout, guaranteed; £545.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Middlesex. Mol. 6109. (C4053)

1953 Morris Oxford saloon, black, red leather, heater, one owner, practically new condition; £595; terms, exchanges.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. (C3026)

1952 (October) Morris Oxford saloon, grey, red leather, carefully used, beautiful condition throughout; £545.—Acres Autos, Ltd., 10 and 11, Ascot Parade, S.W.4. Tel. Macaulay 2211-2. (C1007)

1953 Series Morris Oxford de luxe saloon, Clarendon grey, red leather, heater, one owner, absolutely first class; £555. Written guarantee, terms, exchanges welcomed.

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-3-4, any time. (C4065)

6000 miles: 1954 Morris Oxford saloon, Clarendon grey with red upholstery, immaculate condition; £635.—Saul & Slater, Ltd., 44-46, Alderman's Hill, Palmers Green, N.13. Palmers Green 3621-2. (C4062)

TRAVELLER—1954 series Morris Oxford Traveller, genuine 6,000 miles only, spare unused, one private owner, finished grey, red leather, heater, overriders, December, as brand new; £754 with written guarantee.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 3301-2. (C3018)

Morris Oxford Cars Wanted

ALMOST new Oxford required immediately.—54, Streatham Hill, S.W.2. Tel. 2676. (W3016)

GARDNER & Co. (HENDON) will buy your Morris Oxford.—Sunny Hill 3359 and 0330. (W2074)

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

MORRIS SIX

RAYMOND WAY, 1956

RAYMOND WAY, East London Branch.

1950 Morris Six de luxe saloon, black with green leather, in super condition, extras include heater, Rimbellishers, wing mirrors, spotlight, etc.; 399gns or £105 deposit.

EASY hire purchase on the spot with no references, no formalities or guarantees, part exchange on your present car or motor cycle; always a huge selection of pre- and post-war cars to choose from. Tel. RAYMOND WAY, 775, High Rd., Seven Kings. Tel. R. Seven Kings 4066. (S499)

MORRIS Six saloon (May, 1953), black, brown leather; £375. (S499)

STRAITSTONE, 45, Berkeley St., W.1. (Mayfair 4404). (C4022)

1950 Morris Six, excellent order throughout; £375.—Alfred E. Neal & Son, Ltd., Austin House, London Rd., Hertford. (S538)

1950 (November) Morris Six saloon, really immaculate, one owner, £435.—Jack Pomeroy (Autos), 335, Hendon Way, N.W.4. Hen. 5011-2. (C3063)

JACK ROSE, Ltd., offer 1954 Morris 6 saloon, grey and black leather, heater, almost unmarked inside and out; £640.—Stadford Rd., Wallington, Surrey, Wallington 6677/Burgh Heath 2576. (C3056)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Rowland Smith's, the Car Buyers.—Highest cash prices for Morris Six.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]

Morris Miscellaneous Cars Wanted

Rowland Smith's, the Car Buyers.—Highest cash prices for Morris.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]

Marston Motor Co. for your Morris. Tel. Sta. 8000. Seven Sisters Rd., Tottenham. N.15. [0098/R]

Morris Spares and Service

Kingston-on-Thames.—Morris agents and specialists for sales and service. W. Wilkin, Ltd., 1, Weston Park, and 84, Eden St., Kingston. Kingston 2241. [84053]

Morris genuine spares and specialist service in the West End. S. Morris & Co., Cleveland Garage, Cleveland St. Tel. Mus. 1932. [0342/R]

Morris, the official stockists, for spares, service and repairs. T. Lancaster Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-6. [0817/R]

For Morris service consult Morris specialists.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 0961). [0471]

R. Hardy & Son. 55, Marylebone High St., W.1. Experienced for nearly a century; complete overhauls and coachwork our speciality; exchange engine units; spares and accessories.—Wel. 1101. [0365/R]

NASH

RHD Nash (November, 1954). Farina type body, 4-door saloon, overdrive, radio and heater, whitewall tyres and extras, 18,000 miles.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858. [C4028/1]

OLDSMOBILE

1951-52 Rocket 88 Oldsmobile, heater, radio, in superb condition, very low mileage. S. Scott Cars, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [4016/2]

Simpson's Motors (Wembley), Ltd. American Car Specialists; full list see "American Cars." [C4015]

RHD 1949, heater, radio, loose covers, 18,000 miles, this specimen car must be seen to be appreciated. S. Scott Cars, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016/1]

Oldsmobile main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600). [0576/R]

1948 (registered 1951) Oldsmobile Hydramatic drive saloon, cheapest one yet offered; just had £60 overhaul. S. Scott Cars, 347, Finchley Rd., N.W.6. Mal. 4723. [C1011]

Oldsmobile Rocket 88, 4-door saloon, blue, one owner, radio and heater, 1953 show model, registered March, 1954, 18,000 miles.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858. [C4028]

Oldsmobile Cars Wanted

Oldsmobile main dealers. L. Ex Garages, Ltd., are interested to buy recent model Oldsmobile cars. L. Ex Garages, Ltd., 2, Lexington St., W.1. Gerrard 8600. [0577/R]

Simpson's Motors (Wembley), Ltd., the Oldsmobile buyers.—Wembley 8691/3903. [W4015/R]

OPEL

Mayner Motors, Ltd., Opel distributors, buyers of all models, comprehensive range of spares; exchange engine and unit service.—2, Southampton St., Southampton. Tel. 23266/2494. [0265/R]

Opel Cars Wanted

Rowland Smith's, the Car Buyers.—Highest cash prices for Opel.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]

Opel Spares and Service

Lancashire, Cheshire and North Wales distributors for sales, service and spares. A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. [0513/R]

Pride & Clarke, Ltd., Opel Stockists, quotations, c.o.d.—Stockwell Rd., S.W.9. Brixton 5251. [03068/R]

Repairs! Parts, universal joints, wings, seat covers. £4/10; guaranteed engines, suspensions; cars bought, sold.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Fri. 2647. [84100]

PACKARD

Leonard Williams & Co., Ltd., offer:—right-hand drive Packard 4-door sedan in grey, equipped with overdrive, radio, heater and demister, seat covers, screen wiper, twin fog lamps; this car has only covered 31,000 miles since new and has been regularly serviced by us and is in excellent condition and is covered by our guarantee; an excellent proposition at the reasonable price of £795. L. Leonard Williams & Co., Ltd., Packard Buildings, Gt. West Rd., Brentford, Middx. Ealing 5400. [5728]

1937 Packard Super 8 7-passenger, 34,000 miles, original condition: £325.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2036]

£180!—One owner, low mileage, 11th series, 5-seater saloon, 1935 vintage, 1935 condition, virtually as new with 7 new tyres.—Broadway Motors, 47, High St., Hounslow, Hou. 0175. [5351]

1938 Packard 30hp 5-cyl. 4-door 8-seater estate car, with beautifully built wooden body, radio and heater, nearly new tyres, was sold 3 yrs. ago for £850, carefully maintained: £295, consider part-exchange.—14, Bulkington Ave., Worthing 1939. [C3027]

PACKARD

limousines face-forward occasional, choice of two, exceptionally clean cars, in good mechanical condition from £145.—Le Grice Bros., 9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055]

Packard Cars Wanted

Rowland Smith's, the Car Buyers.—Highest cash prices for Packard.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]

Leonard Williams & Co., Ltd. Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [0469/R]

Joe Thompson (Motors), Ltd., require Packards, repairs specialists.—91-95, Fulham Rd., S.W.3. Kensington 4858. [84028]

Packard Spares and Service

Leonard Williams & Co., Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [0469/R]

Joe Thompson (Motors), Ltd.—Packard spares, repairs specialists.—91-95, Fulham Rd., S.W.3. Kensington 4858. [84028]

PANHARD

1951 Dyna Panhard cabriolet 750cc, r.h.d., fast, economical, reliable: £395.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424. [C3045]

1952 Dyna Panhard 120 model saloon, 12,000 miles, quite unique: £625.—Holland Park Automobiles, 142 Holland Park Ave., W.11. Park 2858. [C2085]

PEUGEOT

Mayday Motors, Ltd., Peugeot Distributors. [0978/R]

1955 new models available, saloons and shooting brakes. Mayday Motors, Ltd., Mayday Rd., Croydon. Thornton Heath 3473-45. [0978/R]

Clanad & Tabor, Ltd., Welwyn By-Pass, Herts. A. Welwyn 481-2-3, offer:—1953 Peugeot 203 r.h.d. show model, leather upholstery, taxed, radio, 4 new shock absorbers, low mileage: £685, or near offer; maximum h.p. terms available. [C1001]

1939 Peugeot saloon, excellent condition: £195 or hired, deposit £20 (returnable), 36 monthly rentals of £10/5 inc. tax and ins. Cooden Engineering Co., Cooden, Bexhill. Tel. Cooden 600. [5541]

PLYMOUTH

Simpson's Motors (Wembley), Ltd. American Car Specialists; full list see "American Cars." [C4015]

PONTIAC

Whitehall Motors, Ltd., of Coventry, offer:—1953 (March) Pontiac Chieftain 4-door saloon, r.h.d., finished in black and chrome with grey broadcloth interior, in exceptional condition and completely unmarked, with radio and heater, twin spot lamps, loose seat covers and loose trim pad covers; terms or exchange. [C5396]

Whitehall Motors (Coventry), Ltd., Coventry Rd., Exhall, nr. Coventry. Tel. Bedworth 3395-6. [5396]

Simpson's Motors (Wembley), Ltd. American Car Specialists; full list see "American Cars." [C4015]

1950 Pontiac Silver Streak 4-door, 2-tone green saloon, left-hand drive, hydromatic, radio, heater, a very beautiful car, terms and exchange: £825.—Starnes Motors, 103, The Broadway, Cricklewood, N.W.2. Gladstone 2480/0298. [5401]

Pontiac Cars Wanted

Simpson's Motors (Wembley), Ltd., The Pontiac buyers.—Wembley 8691/3903. [W4015/R]

Pontiac Spares and Service

U.S. Concessionaires, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7765-4. [0617/R]

Sole distributors Great Britain for Pontiac cars and Pontiac parts. [0617/R]

PORSCHE

A.F.N., Ltd., Sole concessionaires for Great Britain, official service and spares.—Saloon Works, London Rd., Isleworth, Middx. Hounslow 0011. [C2015]

Colborne Garage, Ltd., Ripley, Surrey. Tel. 2361. Specialists in Porsche repairs and service. [0629/R]

RACING CARS

Rose & Young, Ltd., offer Spink chassis, ex-90hp with, very successful car: £450.—65-69, Sternhold Ave., Streatham Hill, S.W.12 (1 min. Streatham Hill Station). Tulsa Hill 6464. [C3097]

Cooper's Garage (Surbiton), Ltd., of Surbiton (Tel. Elmbridge 3940), are the sole concessionaires for the southern half of Great Britain of the 500cc Formula 3 Cooper-Jaguar and Cooper 1100cc sports cars. [0821/R]

RAILTON

1939 29 d/h coupe, superb: £165.—Value Cars, East Sheen. Prospect 7520. [5735]

A-One Motors (London), Ltd.—All Straight-8 models; also spares and reconditioned engines.—Tate Gallery 0192 and Vandyke 5181. [0535/R]

1937 Railton 29hp, magnificent Stratton saloon, black, just completely overhauled by Burtonwood at cost of over £200, superb condition and performance, heater, radio and extras: £300, o.n.o.—Jenks, Bredon, Belle Vue Gardens, Shrewsbury 4639 after 5 p.m. [5324]

Good Railton required immediately.—G. Edwards, 118, Amenbury Lane, Harpenden, Herts. [W2000]

RENAULT

Renault cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acton 4656. [0431/R]

WM 1954 Renault Fregate, blue with grey leather, mileage 21,000, absolutely as new: £850.—Welbeck Motors, Ltd., 107, Crawford St., London, W.1. Welbeck 1139. [C4049]

Autosales (London), Ltd., offer:—1954 Renault 750 saloon, choice of two: £525.—59-65, Beilise Road, N.W.6. Maida Vale 5555 and 2155. [5763]

Denham's Garage (Essex), Ltd., offer:—1955 Renault Fregate Admiral, as new condition, Whitewall tyres, heater, screen washers, a remarkable performance, excellent mpg: £895.—Hill St., Essex, Surrey. Tel. 3560. [C1100]

1953 Renault 750, in very good condition: £435. Scott Cars, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016]

A. E. Palmer Motors of Luton—12, Church St., Luton. 1954 (July) Renault 750 saloon, 3,000 miles, virtually brand new; terms, exchange, £525. Tel. Luton 4212. [5816]

Welham's Renault Sales Service, Surbiton Hill Rd., Surbiton, Elmbridge 1973. Established 1909. Offer:—1954 (Sept.) Fregate 2-litre saloon, grey, untaxed, new: £980. [C4070]

1955 only, 750 French sports saloon, new: £600. [C4070]

1955 model 2-litre Renault, colour lavender grey, 5,000 miles demonstration only: £965.—St. Botolph's Garage, Magdalen St., Colchester. Tel. 2633. [5555]

1939 Renault 8 2-door saloon, good runner, a real bargain: £59, or £49 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

1953 (May) Renault 750cc saloon, one owner, 7,000 miles guaranteed, spotless, any trial: £440; exch.: h.p.—11, Perrywood, Frestwich, Manchester. Prestwich 2057. [C2082]

1954 Renault 750cc, grey with red leather upholstery, fitted spotlight and other extras, genuine one-owner car which has only done 3,000 miles: £515.—Conway Motors (Hove), Ltd., 107, Kings Rd., Chelsea, and Hove 30107. [C1105]

Renault Cars Wanted

Welham's Renault Sales & Service, Surbiton Hill Rd., Surbiton, Elmbridge 1973. purchase all models. [W4070/R]

Rowland Smith's, the Car Buyers.—Highest cash prices for Renault.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R]

Renault Spares and Service

Glanfield Lawrence, 2-10, City Rd., Cardiff. Renault distributors.—East Glamorgan—spares and service.—Tel. 20551. [0911/R]

RILEY

Car Mart, Ltd., Riley 2½-litre saloon, radio, heater, black with beige and brown upholstery: £895. [C1039]

Car Mart, Ltd., 320, Euston Rd., London, N.W.1. Euston 1212. [C1039]

Newnham, Ltd., Riley 1½-litre saloon, one owner, 16,000 miles. £845. [C3024]

Newnham House, 235-7/9, Fammersmith Rd., London, W.6. Riverside 4646. [C3024]

L. F. Ward, Ltd., 1952 (Oct.) Riley 1½ saloon, R.M.E. chassis, 16,000 miles, extremely clean car, one owner. [W4070/R]

L. F. Ward, Ltd., Grange Rd. Garage, Grange Rd., Thornton Heath. Tel. 3547. [C4043]

J. James, Ltd., offer:—1954 Pathfinder: £1,175. [5757]

1954 Riley 1½-litre, blue, grey leather, heater, radio, 8,000 miles: £995. [5757]

1951 2½-litre, black, excellent condition: £725. J. James, Ltd., 55-56, Pall Mall, S.W.1. Trafalgar 7311. [5757]

Tom Garner, Ltd., offer:—1953 Riley 2½-litre saloon, green, leather, radio, 10,000 miles: £925. [C2026]

Tom Garner, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2026]

Compton & Fuller, Ltd., offer:—1950 Riley 1½-ltr. saloon, sun bronze, red leather, one owner, specimen car: £575.—Al. Odeon Parade, Elmers End, Beckenham, Sec. 3370. [C1116]

Mayfair Country Cars offer:—1950 Riley 2½, roadster, taxed Dec.: £550. [5507]

1948 Riley 2½ saloon, taxed radio: £495. [5507]

1947 Riley 2½ saloon, excellent condition: £475. [5507]

Every car 3 months' written guarantee; any make of car taken in part exchange; easiest of terms. 7, George Yard, Grosvenor Sq., W.1. Mayfair 111. [C3009]

1954 Riley 1½-litre 4-door saloon, immaculate. [5507]

A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [5507]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY
GORDON & GLYNN (THE RILEY CENTRE).

ENGLAND'S specialist dealers, who buy and sell Rileys only, offer—
£195—1936 1½-litre Falcon saloon, in excellent condition throughout.
£155—1935 9hp Kestrel sports saloon, just overhauled by us, in very good order.
£145—1936 1½-litre Falcon saloon, excellent runner, smart, except running boards.
£145—9hp 2½-seater Gamecock open sports, a delightful little car in grand order.
 GORDON & GLYNN, 79, Cadogan Lane, Sloane Sq., S.W.1 (2 mins. Sloane Sq. Tube). Tel. Sloane 8326 (telephone installed and working). (C2075)

£445—Riley 1½-litre 1946 saloon, very attractive, choice 4; many other cars.
 BENYMOOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. (C1017)

CAMDEN MOTORS offer the following high-class Rileys from their stock of 500 cars:—

RILEY Pathfinder saloon (March) 1954, low mileage, immaculate specimen in black, heater, screen washers covers, etc.; £1,175.

RILEY 2½-litre saloon (May) 1951-2, fitted heater, radio, screen washers covers, immaculate maroon finish one owner, recorded mileage 22,400; £895.

RILEY 2½-litre saloon 1948, engine just stripped down, overhauled, brakes relined, shock absorbers steering, back axle, bills available for all work carried out this year; £495.

RILEY 1½-litre saloon 1954 series RME, one fastidious wealthy owner, the whole car in specimen condition; £895.

RILEY 1½-litre saloon 1947-8, another one-owner car of moderate mileage and in extremely good order throughout; £495.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 6 p.m. (C1035)

£150—1937 12/4 Continental touring saloon, good driver. Tel. Springfield 7432, evenings. (3546)

1955 Riley 1½-litre saloon, radio, heater, 4,000 miles. (Aug.) Riley 1½-litre, 11,000 miles, B.M.C. warranty. (C1035)

1954 GREEN & ZOWIS, Ltd., 246/252, Deansgate, Manchester, 3, Tel. Deansgate 3325-8. (C2028)

1955 Riley 1½-litre saloon, blue/grey, 3,700 miles, condition as new; £1,095.

RIPPO, Ltd. (Rileys purchased), 16, Albemarle St., Mayfair, W.1. Hyde Park 2952-3-4. (C3055)

1936 Riley 9 Kestrel, bargain; £100.—Barron, 14 Gypsy Lane, Nunthorpe, Middlesbrough. (5700)

RILEY 1½-litre 1952 Bronze, red leather, 40,000 miles, many extras, above average; £750.—Box 4610.

BEARTS, of Kingston, Riley specialists, sales, spares, repairs—102, London Rd., Kingston. Kingston 5348. (C1079/R)

1952 2½-litre saloon, cream and black, heater, 40,000 miles, immaculate; £750.—Chard's, Colebrook, Plympton, Devon. (5683)

1951 Riley 2½ saloon, black, brown leather, radio, fine condition throughout; £635, written guarantee, terms exchange; trade enquiries welcomed.

HAROLD SIMONS, Ltd. 397-401, High Rd., East Finchley, N.3. Finchley 0052-3-4 anytime. (C4065)

CLARKE & SIMPSON, Ltd., Riley Sales and Service, offer one of the largest selections of guaranteed used Riley cars in the country.

1953 (May) 2½-litre saloon, maroon, red leather, heater, 14,000 miles; £895.

1953 1½-litre saloon, choice of 1, black, 29,000 miles, 25,000 mts. loose covers; £795.

1952 2½-litre saloon, choice of two, green, 26,000 miles, black 29,000; £795.

1952 (July) 1½-litre saloon, green, green leather, 25,000 mts. loose covers; £795.

1952 (May) 1½-litre saloon, black, green leather, full service history; £545.

1949 (August) 2½-litre saloon, green, beige upholstery, quite exceptional condition; £545.

1948 (August) 2½-litre saloon, green, beige upholstery, quite exceptional condition; £545.

49 Sloane Sq., London, S.W.1. Tel. Sloane 4727. (C1046)

1937 Kestrel saloon, black, stored at 29, The Green, Woodmanstone, Glenham, since re-born, new pistons, good order; £195. (5628)

1948 Riley 1½-litre saloon, one owner, exceptional condition throughout; £525.—Bargain & Collins, Bromley, Imperial 2242. (5461)

1946 Riley 1½-litre saloon, one owner, superb condition guaranteed; £450.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston. Kin. 6104. (C4033)

1953 Riley 2½, grey, red leather, 13,000 miles, one owner, extras, as new throughout; £695, terms, exchanges—Cyril Sheppard, Sonning 2345, 15776.

1947 2½-litre, an exceptional car, much above average, £465; terms and exchanges.—Oscar Moore, 204, Ballards Lane, N.3. Finchley 2920. (5314)

1955 Riley 1½-litre saloon, black, green leather, genuine 5,000 mts. only, as new; £1,025.—Below

1953 (model) Riley 1½-litre saloon, grey, red leather, heater, Rimbellshears, one owner; £800.—Below

1952 (May) Riley 2½-litre saloon, black, red leather, radio and heater, factory engine 6,000 mts., one owner; £745.—Gibbons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1691. (5464)

RILEY 2½ saloon 1951, cream, red upholstery, immaculate condition, many extras; Riley Pathfinder 1954, green, green upholstery, as new.—Bassett, Holmes Market, Wheatley Lane, Doncaster. (5627)

£595—1951 series Riley 2½-litre roadster; also 1949 series Riley 2½ saloon, radio, etc., exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4963. (C1010)

1954 Riley Pathfinder, low mileage, first-class condition, first registered August, 1954, taxed for year; £1,135.—Bella Service Centre, 144, London Rd., Kingston-on-Thames. Kingston 1185. (C1016)

RILEY
AN enlarged Riley sales and service depot at the leading Riley distributors for the area; new and used cars on show; demonstrations by appointment.—Tel. or write Coventry Motor Mart, Ltd., Coventry 1466-7. (0466/R)

475 gns.—Riley 1947 1½-litre saloon, black, green leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

1952 (June) Riley 1½ 4-door saloon, black, brown hide, heater, pass lights, one owner, immaculate written guarantee; £725; terms, exchanges.—R. P. Edwards, 26/34, Upper High St., Epsom, Surrey. Tel. Epsom 9400. (5657)

1938 Adelphi 16hp saloon, polychrome blue, almost perfect condition, fully reconditioned engine 1955, synchromesh gear box and overdrive, radio, heater, tow-bar, spare gear box, etc., a quite exceptional car; £285 o.n.o.—Wootton Bassett (Swindon) 376. (5698)

1951 Riley 1½-litre saloon, finished black with brown leather interior, fitted chrome Ace Rimbellshears, heater, screenwashers, excellent tyres, taxed, a really beautiful example; we have taken this car in part exchange, and offer same at low figure of £575; also—

1948-9 Riley 2½-litre saloon, finished grey/black, must be one of the finest mechanically conditioned Rileys in existence, radio; £485; also.

1936-7 Riley genuine Sprite 1½-litre super sports open 2-seater, fitted Scintilla mag., terrific performance, mechanically 100% throughout; £355.

MAIDSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester, 6, Pen. 3457. (C3000)

RILEY 2½-litre 1950, green, engine recently overhauled, new clutch, starter, ring, starter motor, voltage control, shock absorbers all round, Exide battery, brakes relined, good tyres, fitted heaters, radio, Marshal for and spot lamps; £525; can be seen Manchester area.—Brookes, Branchall 2678 or Deansgate 4735.

1954 1½ saloon, one owner, speedometer reads 2,317, 2-tone blue and black, heater, equipment for a prominent personage by Riley, Ltd., with special manifold, twin carburetors, high axle ratio, special quality grey leather, taxed year; £925 for quick disposal.—Speedsters, Ltd., Cross Oak Lane, Ralfords, Nr. Redhill, Horley (Surrey) 688 until 10 p.m. (C4020)

Riley Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Riley.—Hampstead (Tube), N.W.3. Hyde Park 6041. (W4018/R)

B. J. HUNTER, Ltd., For your immediate purchase of your Riley.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, B.N.W.2. Tel. Gladstone 6303. (W2040)

H. A. SAUNDERS, Ltd., Golders Green, require:—

RILEY cars for cash—140-144, Golders Green Rd. N.W.11. Speedwell 0011. (W4004)

ALMOST new Riley required immediately—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

YORKSHIRE.—The Riley Buyers, Bakers of Oakwood, Leeds, 8, Tel. 65—8236/7. (0094/R)

XXX Excellent cash prices for good Riley cars.—H. P. Edwards, 205 Great Portland St., London, W.1. Tel. Langham 0012. (W2023)

CLARKE & SIMPSON, Ltd., wish to purchase 1955 Riley Pathfinder and 1954/5 1½-litre—49, Sloane Sq., London, S.W.1. Tel. Sloane 4727. (W1046)

URGENTLY required, 1947-55 Riley 1½- and 2½-litre saloons.—Gibbons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (5581)

RILEY MOTORS are enthusiastic buyers of clean cars.—353, Finchley Rd., N.W.3. Hammermill 5712. (W1052)

WANTED, nearly new Riley 1½, 2½-litre, must be low mileage; distance no object.—Green & Zonia, 242-252, Deansgate, Manchester, 3, Tel. 3325-6. (W2038)

Riley Spares and Service

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. (0246/R)

A ROOT ENGINEERING, Ltd.—Preslector gear boxes, Exchanges and repairs—169, Fulham Rd., S.W.3. Kensington 7361 and 7321. (0238/R)

CLARKE & SIMPSON, Ltd., for expert service on your post-war Riley—49, Sloane Sq., London, S.W.1. Tel. Sloane 4727/4031/1717. (C1046)

EFFICIENT repairs! Immediate attention, gears, gear boxes (incl. overdrive); seat covers, etc.; 10; trade discount; cars bought, sold.—T. & F. 10, Winchester Mews, N.W.3. Fri. 2647. (184100)

A LL Riley sales, spares and service facilities are available; new and used models in stock; Rileys wanted in part exchange.—Tel. the Coventry Motor Mart, Ltd., at Coventry 2146-7. (0443)

J. of Riley spares in the country, special conditions for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. (0992/R)

RILEY distributors for 15 years.—Comprehensive list of spare parts quotations and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. (0989/R)

ROLLS-ROYCE

RUSSELL MOTORS offer:—

1937 25/30 Hooper sports saloon, with boot, black, beige grey leather, exceptional car. (C3060)

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9289. (C3060)

METCALFE & MUNDY, Ltd.

1934 Phantom II Owen sedan de ville, registered mileage 90,000, immaculate condition. (C3064)

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Frenham 5471. (C3064)

ROLLS-ROYCE

JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers in the world; please write for stock list.

JACK BARCLAY, Ltd., Berkeley Sq., M.C.V. 7444 (open until 7 p.m.).

J. OLDING & Co. (MOTORS), Ltd., official Rolls-Royce and Bentley retailers, offer from their selection of used Rolls-Royce cars:—

SILVER Wraith 1951 H. J. Mulliner touring limousine, blue/grey leather; £4,250.

SILVER Wraith 1948 James Young 4-door saloon, mid-blue/blue hide; £2,350.

25/30 1939 Barker 4-door saloon, black and green/dark green leather; £850.

25/30 1937 owner-driver saloon, black/black and green hide; £1,125.

PHANTOM II Continental saloon by Park Ward, black/blue, grey panels; £525.

IMMEDIATE delivery of Rolls-Royce Silver Dawn and Bentley Mark VI with special Prestone & Webb coachwork; also Rolls-Royce Silver Wraith with special coachwork for early delivery.

AUDLEY House, North Audley St., W.1. Mayfair (C3030)

RIPPON.

RIPPON.

RIPPON BROS., Ltd.

THE Northern Bentley and Rolls-Royce specialists, always have a good selection of used Bentley and Rolls-Royce cars in stock.

WRITE, call or telephone.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines); also at

LEDS, Bradford, Sheffield. (0005/R)

H. C. PAUL, Ltd.

1939 Rolls-Royce Wraith Hooper saloon, black, radio, mileage 66,000, exceptional condition; £1,350.—32, Bruton Place, Berkeley Square, W.1. Mayfair 0821-2. (C3040)

PB, Ltd., offer:—

1937 25/30 Rolls-Royce saloon with division, by James Young, radio, heater, in first-class condition throughout.

1937 Ph. III Rolls-Royce sedan by H. J. Mulliner.

1934 20/25 Rolls-Royce sports saloon, by Gurney loose covers.

1934 Nutting, grey, green leather, radio, heater.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477/7478. (C3033)

H. R. OWEN, Ltd.

FROM our large and comprehensive stock we have chosen the following few cars as examples:—

1955 Silver Dawn saloon, finished in black pearl and shell grey with grey hide upholstery, immaculate condition.

1948 sports saloon by Hooper, finished in black with red hide upholstery, immaculate condition.

H. R. OWEN, Ltd.,

17, Berkeley St., London, W.1. Tel. Mayfair 9060. (C3033)

BOON & PORTER, Ltd.

1938 (first reg. 1939) 25/30 H. J. Mulliner sedan de ville saloon, 2 occasions, one family ownership, 64,000 miles, superb specimen, guaranteed; £1,045.

CASTELNAU, S.W.13 (Hammersmith Bridge), Riv. 6044. (C1028)

JACQUIER, Ltd., offer:—

1933 20/25 Thrupp & Maberly owner-driver saloon with boot; £455.

1935 20/25 H. J. Mulliner owner-driver saloon with boot, excellent condition; £725.

1934 Ph. II H. J. Mulliner saloon, this car must be seen to be appreciated, in most exceptional condition throughout; £635.

1933 20/25 Connaught saloon with division, attractive; £425.

1929 20hp limousine face forward, good condition; £145.

1929 21 limousine, face-forward, leather throughout; £175.—Jacquier, Ltd., 225-7, Hammermill Rd., W.6. Riverside 6677-8. (C2048)

MANN, EGERTON & Co., Ltd.

1950 Rolls-Royce Silver Wraith with touring limousine coachwork by Hooper, black, beige leather, 49,000 miles; £2,950.

MANN, EGERTON & Co., Ltd.

14, Berkeley St., W.1. Hyde Park 2073. (C2008)

MASCOT MOTORS, Ltd., offer:—

1938 30hp Park Ward sports saloon with division; £1,050.

1937 30hp Prestone & Webb racer-edge sedan de ville; £965.

1934 25hp Park Ward 4-light over-driven saloon; £600.

1934 25hp Park Ward brougham de ville; £565.

1931 25hp Hooper sports saloon; £285.

237-243 Kennel Rd., London, W.10. Ledbrooke 1231/2. (C3007)

CREST OF BOURNEMOUTH offer:—

1938 Phantom III Park Ward saloon, 40,000 miles; £1,175.

CREST OF BOURNEMOUTH, 14, West Cliff Rd., Bournemouth 7160. (C3096)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

CHIPSTEAD MOTORS, Ltd., offer:—

STREAMLINED van, would easily convert to caravan, 25hp, beautiful condition, tyres unmarked, discs, bumpers, etc.: £295.

OPEN 4-seater 25hp, late 1936, low mileage, immaculate condition, most attractive.

SHOOTING brake, 25hp, 1935, model, specimen condition.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Faxman 0052/7253/7154. (C1046)

VINCENTS OF READING, Ltd., offer:—

ROLLS-ROYCE 25/30 owner-driver saloon with division, coachwork by Barker, colour black with brown leather to front compartment and cloth to the rear, one owner only, chassis just been overhauled, mileage 96,103, first registered July 7, 1937; price £925.

ROLLS-ROYCE 20/25 sports saloon, coachwork by Freestone & Webb, black with beige leather upholstery, first registered November 13, 1934, Rolls-Royce works history available, price £485.

ROLLS-ROYCE 20/25 sports saloon, coachwork by Hooper, colour black with blue leather upholstery, first registered August 28, 1934, Rolls-Royce works history available, price £485.

VINCENTS OF READING, Ltd., Station Sq., Reading, Tel. 54204. (C5726)

VINTAGE AUTOS. See our advertisement on page 55. (C4079)

WESSEX MOTORS, New St., Salisbury, offer:—

1955 (December 1954) Silver Wraith sports saloon by James Young, finished in grey, less than 2,000 miles and absolutely unmarked. Tel. Mr. Maules at Salisbury 3275. Part of the Healy Organisation. (C4087)

LAMBS OF WOOD GREEN, Established 1897, Rolls-Royce bargains.

—Phantom III owner driven sports saloon £895 with electric partition, windows, etc., a magnificent example of a really first-class motor car, cost many thousands.

—A beautiful 25/30 special saloon by Arnold, very modern appearance and unquestioned value.

—A magnificent example of a Rolls 25 full of luxuries sports saloon, particularly attractive coachwork by Mulliner, whole car a delight to drive; opportunity to acquire excellent vehicle at bargain price.

LAMBS OF WOOD GREEN—100 guaranteed cars; exchanges, hire purchase—421-425, High Rd., Tel. Finchley 6222-3-4. (East Finchley Underground). (C2052)

SWANMORE GARAGE, Ltd., Bournemouth, Rolls-Royce Specialists, offer:—

£2175—Rolls-Royce 1947 Silver Wraith owner-driver saloon (20 division) by Park Ward, just overhauled and now being reconditioned.

£2475—Rolls-Royce 1948 Silver Wraith saloon by Hooper, Ltd., this car must be seen to be appreciated.

£875—Rolls-Royce 20/25 Freestone & Webb 1936 model saloon.

£525—Rolls-Royce 20/25 1935 model saloon with division, side face occasional.

£645—Rolls-Royce 20/25 Thrupp & Maberly 1934 saloon, just overhauled, very pretty car.

£445—Rolls-Royce 20/25 (1936 Replica), exceptionally attractive lines.

SWANMORE GARAGE, Ltd., 1176-1180, Christchurch Rd., Bournemouth E. Tel. Southbourne 43544 and 43545. (C4024)

ROLLS 20hp, 1923, Litchfield body, excellent running order; £260 or near. Tel. Elmbridge 1942. (S775)

PLEASE turn to page 56 for details of a very fine Phantom—Captain Crombie, Gillingham. (S719)

ALAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481/2/3, offer:

1934 Rolls-Royce 20/25, finished black, green leather, immaculate condition throughout; £875; maximum h.p. terms available. (C1001)

1935 H. J. Mulliner saloon, with boot, 2 spares, discs, sound maker's equipment.—Perviale 6761. (S720)

ROLLS-ROYCE, 20s, 25s, and Phantom IIs from £65.—Lawton-Goodman 135, Crickwood Broadway, N.W.2. Gladstone 2221. (C2022)

HEARSE HEARSE HEARSE. 1936, 30 h.p. Guaranteed chassis complete with Brand New body £1,650. Brochures Available.

LFE & SAUNDERS (COACHBUILDERS), LTD. A Station Approach, New Gardens, Richmond T161.

AUGUST 1949, Rolls-Royce Silver Wraith, Hooper body, 6-light, immaculate condition, chauffeur maintained, only 23,000 miles, colour damson; £3,900.—Box 4417. (S530)

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth, 1272-3, officially appointed Rolls-Royce dealers and repairers; reliable used cars in stock. (S723)

LATE 1932 G.M.U. series 25hp Rolls-Royce sports saloon by Freestone & Webb, a most attractive car with very modern lines, excellent condition; part exchange welcomed.

STATION GARAGES, Ltd., Amersham, Tel. S. Amersham 870. (S912)

A&S LIMOUSINES, 20,422 miles only, 1937 GRO Series, 25/30hp Thrupp Limousine, wide occasional, literally as new, one owner, history available.

LIMOUSINES, 1935/25hp, Park Ward, partition, forward occasional, leather throughout; £755.

LIMOUSINES—Phantom II 1934 Hooper and Mulliner, seven passenger, partitioned, forward occasional, selection from £3,000.

LFE and SAUNDERS (Limousines Purchased) A Providence Court, North Audley Street, Mayfair 2941. (C1006)

1950 Rolls-Royce Silver Wraith saloon by Windover, 2-tone grey, cost £7,400, full history, 30,000 miles, many extras: £2,550.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Surrey, Tel. Molesey 6199. (C3037)

ROLLS-ROYCE

WALTER SCOTT, Ltd., offer September, 1937, Rolls-Royce 30hp Hooper 7-passenger landaulet, face-forwards, dark blue and black, 47,000 miles only, exceptional condition; £750.—33, Colliers Cres., Hampstead, N.W.3 (Swiss Cottage Tube), Primrose 5914. (S5312)

1937 25/30 7-seater limousine, forward seats, very smart, swept back; 1934 20/25 ditto; 1939 20/25 ditto; and 1935 Phantom II owner-driver saloon, with boot; and others, all at bargain prices.—Claude Burgoyne & Co., St. Peter's Garage, St. Peter's Rd., W.6. Riverside 7644. (S5312)

1934 (July) Rolls-Royce owner-driver sports saloon, 4-door body by Freestone & Webb, black/brown hide, 15,000 miles since complete overhaul by Messrs. Rolls-Royce, at cost of about £400, tool kit, etc., complete to maker's specification, one owner only since 1935, this car is immaculate, and has been maintained by Messrs. Rolls-Royce; taxed year 6/55.

ALTWOOD GARAGE, Altwood Rd., Maidenhead, Tel. Littlewick Green 3076, evenings and week-ends Littlewick Green 3076. (C1107)

1952-3 Rolls-Royce Silver Wraith 31.5hp, owner driver sports saloon (actual show model 1952), magnificently equipped with many extras and fitted suitcases, one owner, taxed year, 17,000 miles only; £3,750; full particulars and photograph on application.—R. S. Osborne Rd., Sheffield, 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. (C3011)

ROLLS-ROYCE Phantom III, fitted with most lovely sports saloon body in black and primrose by Franay of Paris. Engine No. R-79K Chassis No. 3-CP-56, first registered 4/10/37.

This car is in magnificent condition throughout having just undergone £300 overhaul by Rolls agents. Price £1,250. Reason selling, owner has another Phantom III.—Horrocks, 79, Osborne Rd., Sheffield, 11. (S5359)

1932 Rolls-Royce 20-25 Freestone & Webb body 4-seater saloon, finished black and cream.

Licensed to end of year, still in remarkably good condition; this is a genuine standard car and not a replica and in good running order.—See a Adams & Gibbon, Ltd., St. Thomas St., Showrooms, Newcastle-upon-Tyne. Tel. 28261. (Not open Saturday afternoons). (S5238)

1952 (August) Rolls-Royce Silver Wraith 4½-litre 4-door saloon, finished in dark green bodywork with 18,500 miles only, one private owner, fitted electric division, low swept back, H.M.V. radio, heater, finished most attractive black and silver with red leather upholstery, taxed to December, a really immaculate car offered at £4,750 with written guarantee.—Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2, Tudor 2301-2. (C3018)

1934 Rolls-Royce 20/25hp Park Ward sportsman's saloon, finished in dark green bodywork with black wings and green leather interior to match, fitted twin spare wheels carried in front wings, all fitted. Also fitted with a really immaculate car completely overhauled by agents in 1948 at cost of £650; this included complete engine overhaul and bodywork repairs, the lines of this car are particularly beautiful, the bodywork, which is aluminium, and entirely rust-free, has lovely sweeping lines, and large rear opening boot, the car is taxed and ready for immediate use. £425.

MAIDSTONE ENGINEERING Co., Smethurst St., Maidstone, Kent, 6. Pen. 3457. (C3000)

Rolls-Royce Cars Wanted

CAR MART, Ltd., official retailers, are anxious to purchase Rolls-Royce cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., 57, Davies St., Grosvenor Sq., W.1. Mayfair 5011. (0970/R)

JACK OLDING & Co. (MOTORS), Ltd., official retailers, purchase good used Rolls-Royce cars.—Audley House, North Audley St., W.1. Mayfair 5242. (W3050)

REALLY good 1947-49 owner-driver saloon.—Cobb, 30, Harley House, London, N.W.1. (W1096)

GOOD Rolls-Royce required.—G. Edwards, Amenbury Lane, Hatfield, Herts. 35, Penpen 116. (W2000)

Limousines required urgently highest A&S prices, immediate cash payment.

ALFE and SAUNDERS LTD, Providence Court, North Audley Street, London, Mayfair 2941. (W1008)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rolls-Royce.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

PRIVATELY owned 1937-8 limousine, alternatively 1939 Wraith, details please.—Woodbury, Sheen Common Drive, Richmond. (W1103)

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 65, Westway St., Crystal Palace, S.E.19. Livingstone 3562. (0945/R)

MASCOT MOTORS, Ltd., are anxious to purchase pre-war Rolls-Royce and Bentley with owner-driver coachwork.—237, Kensal Rd., W.10. Ledbury 1231-2. (W3007)

ROLLS-ROYCE P.3 large bodied saloon, 1939 or '40.—Please write giving full details and a photograph forwarded to T. Baker, The Olmick, New Rd., Esher, Surrey. (W1100)

THE SOUTHERN MOTOR Co. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lorfield Heath, nr. Crawley, Sussex. Crawley 437. (0550/R)

WANTED: Rolls-Royce 20/25 owner-driver saloons and limousines, also 1939 low-mileage Wraith, Altwood Garage, Altwood Rd., Maidenhead, Tel. Littlewick Green 70; evenings and week-ends, Littlewick Green 3076. (W1107)

Rolls-Royce Spares and Service

JACK OLDING & Co. (MOTORS), Ltd., official Rolls-Royce service, overhauls and repairs.—64-90, Holland Park Ave., Kensington, Park 5077. (W1010)

SERVICE reception in Mayfair, 18, Providence Court, North Audley St. Mayfair 5242. (C3030)

Rolls-Royce Spares and Service

SERVICE unequalled.

OFFICIAL repairers Rolls-Royce cars.

SERVICING or overhauls.

COACHWORK renovations and accident repairs.

SPARES all models.—Tel. Faxman 2223 (5 lines).

JACK BARCLAY (SERVICE), Ltd., Danvers St., Chelsea, S.W.3 (near Battersea Bridge). (S1082/R)

CHARLES POLLETT, Ltd., officially appointed retail and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Eglon Ave., W.9. Tel. Cunningham 5936-7-8. (0614/H)

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 65, Westway St., Crystal Palace, S.E.19. Liv. 3562. (0064/H)

ROVER 10

RUSSELL MOTORS offer:—

1940 Rover 10 saloon, immaculate car; £345.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. (C3060)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1935 Rover 10 4-light saloon; £125—355, High Rd., Wembley, Middx. Tel. Wembley 4422.

£230—Rover 10, 1939, black, green leather, heater, etc.—Slo. 3668. (S741)

1946 Rover 10hp saloon, fitted works reconditioned engine, resprayed, in excellent condition, black/brown leather.

DUNHAM & HAINES, 46, Castle Street, Luton, Bedfordshire. (C1079)

1947 Rover 10hp saloon, black, blue leather, well kept; £450.—Acres Autos, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1909. (C1002A)

ROVER 12

H. BEART & Co., Ltd., offer:—

1947 Rover 12hp saloon, one owner; £475.—102, London Rd. and High St., Kingston-on-Thames, Kingston 518. (C1081)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1938 Rover 12 saloon, £195; 1936 Rover 12, £175.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. (C4015)

1947 Rover 12 saloon, faultless; £475.—Beardmore, 6, Queensway, W.2. Bayswater 0136. (C1015)

1948 Rover 12 tourer in fine order, fully disappearing hood, leather upholstery; £495, written guarantee, terms, exchanges; trade enquiries welcomed.

HAROLD SIMMONS, Ltd., 597-601, High Rd., Finchley, N.2. Finchley 0052-3-4 anytime. (C4065)

1935 Rover 12/4 sports saloon, good runner, taxed; £395, or £35 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1021)

1948 Rover 12 sportsman saloon, black, reboared; £445.—Montrose Motors (N. H. Boswell), 91/95, Epping New Rd., Buckhurst Hill, Essex, Tel. 1171-2. (C3089)

£445!!! Rover 12 saloon de luxe, 1947, genuine, one-owner Rover in very attractive condition, carefully used and maintained throughout by county distributors.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. (C1035)

ROVER 14

1946 Rover 14 saloon, blue/blue leather, immaculate, guaranteed; £440.—1, Weston Park, Kingston, Kingston 8104. (S923)

AZ MOTORS offer 2 Rover bargains: 1939 saloon, excellent condition; £250! Also 1936 14, just reconditioned; £150!—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mal. 4723. (C1011)

1938 4-light saloon, Rover maintained, bills shown, many extras, recon engine, new battery, heater, good performance. A.C. inspection invited, taxed; £275.—Tudor 5747. (S936)

1947-8 Rover 14 sportsman's saloon, finished black with brown leather interior, fitted radio, heater, taxed; this car is in exceptional condition, and must be seen to be appreciated; offered at the low figure of £490. Also 1946-7 Rover sportsman's saloon, exactly as above; £585.

MAIDSTONE ENGINEERING Co., Smethurst St., Maidstone, Kent, 6. Pen. 3457. (C3000)

ROVER 16

185 pens.—Black 1937 sportsman's saloon, only two owners since new, lovely condition; seen Chester.—Box 4583. (S695)

1939 Rover 16, excellent condition throughout; £235.—Cavendish Motors, Cavendish Rd., Kilburn, N.W.8. Willesden 0246/7. (S923)

1947 Rover 16 sports saloon, grey, radio, heater, one owner, exceptional condition; £525.—Campbell Symonds, Wembley 6262. (C1097)

£195!!! 1936 Rover 16 black 6-light saloon, just completed £89 overhaul (included coachwork; seen Hampstead.—Write, B.M./V.W.X., London, W.C.2. (S949)

1938 Sportsman saloon, engine, interior, tyres, performance excellent, licensed, nearest offer 195 guineas; must sell.—19, Copland Ave., Wembley 1074. (S948)

£265!!! Rover 16hp sports saloon 1939, a very genuine car in first-class mechanical order, engine, back axle, brakes and steering overhauled by Rover distributors within the last 8,000 miles, good tyres, recommended and guaranteed.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. (C1035)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER (60, 75 and 90)

L. F. WARD, Ltd.
1955 Rover 90 saloon, 6,000 miles only, black, red upholstery, as new.
L. F. WARD, Ltd., Grange Rd. Garage, Grange Rd., Thornton Heath. Tel. 5547. (C0445)

COX'S for Rovers.

1953 Rover 75, black with green leather, one owner, exceptional condition, low mileage; £245.
1951 Rover P4, black with grey leather, one owner only from new, in extremely smart condition; £765.—Cox's Motors (Leicester), Ltd., 11/15, Conduit St., Leicester. Tel. 60519. (C1059)

BOON & PORTER, Ltd.

1949 75 saloon, black, heater, serviced by us, 55,000 miles, sunal, guaranteed; £265.
CASTLENAU, S.W.13 (Hammersmith Bridge), Riv. 4444. (C1022)

GORDON CARS for good cars—

1953 Rover 75 saloon, grey/blue, excellent condition; £295.
1952 Rover 75 saloon, black, one owner, immaculate throughout; £295.

GORDON CARS (LONDON), Ltd., 375, Euston Rd., N.W.1. Eus. 6611. (C2023)
PHILIP RICKARDS, Ltd., offer:—

1954 Rover 90 saloon, sage green, radio, seat covers, 12,000 miles; part exchange; deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772. (C3051)

WARWICK WRIGHT, Ltd., offer:—

1954 Rover 90 saloon, green/green upholstery, fitted radio, 7,000 miles; £275.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C0445)

C.M.I. CAR SALES (Pri. 6623) offer:—

1948 (late) Rover 75 saloon, radio, heater, immaculate condition; £285.
THREE months guarantee, terms; list on application. —Swiss Cottage, Finchley Rd., N.W.2. (C1051)

GUY SALMON AUTOMOBILES offer:—

1955 Rover 90 saloon, grey, 5,000 miles only, indistinguishable from new; £1,235.
1954 Rover 90 saloon, black/brown leather, H.M.V. de luxe Radiomobile, Ace Rimblishers; whole car positively unmarked inside and out, total genuine mileage 15,000 only in the hands of an experienced and fastidious Rover enthusiast; £1,195.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-5. (C0401)

DUNHAM & HAINES OF LUTON offer:—

1954 Rover 90 saloon, black/red, fitted radio, loose covers, one owner, supplied and serviced by ourselves, 15,000 miles, unmarked; £1,195.
1954 Rover 60 saloon, grey/blue, one owner, supplied and serviced by ourselves, 11,000 miles only; £1,025.

1952 Rover 75 saloon, ivory/red, fitted sliding roof, one owner, supplied and serviced by ourselves; £775.
1951 Rover 75 saloon, blue/blue, fitted radio, one owner, low mileage; £795.

WE have a large selection of used Rover 60, 75 and 90 saloons available. Tel. Luton 2100-1 for further information.

DUNHAM & HAINES, 44, Castle St., Luton, Beds. (C1076)
COOMBS & SONS (GUILDFORD), Ltd., offer:—

1954 Rover 60 saloon, colour black and red, 5,000 miles; £1,075.
COOMBS & SONS (GUILDFORD), Ltd., St. Catherine's, Portsmouth Rd., Guildford, Surrey, Guildford 6297-8-9. (C1097)

1953 Rover 75 saloon, green with green interior, radio, loose covers and extras; £375.
PARKERS, Ltd., Deansgate, Manchester, Dem. 4507. (C3062)

ROVER 90, low mileage—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 3721.

1954 Rover 75 saloon, 9,000 miles, as new, 4 months' guarantee.
GREEN & ZONIB, Ltd., 246/252, Deansgate, Manchester, 4 Tel. Deansgate 3354-6. (C2028)

1954 90 saloon, two tone grey with red hide, beautiful condition; £1,225.—Robbins, East Putney, Tel. 7861. (C3010)

1949 Rover 75, splendid order, real bargain; £550.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. (C0419)

1953 model 75 saloon, grey, powder blue hide, almost unmarked condition; £685.—Robbins, East Putney, Tel. 7861. (C3010)

1953 model 75 saloon, grey, powder blue hide, almost unmarked condition; £685.—Robbins, East Putney, Tel. 7861. (C3010)

1953 model 75 saloon, grey, powder blue hide, almost unmarked condition; £685.—Robbins, East Putney, Tel. 7861. (C3010)

1954 Rover 80 saloon, sage green, taxed, almost new.—Stearns & Co. (Car Sales), Ltd., 254, Brompton Rd., S.W.3. Ken. 0051. (C0469)

ROVER 75 (July 1954) 1953, black with brown upholstery, owner taken Rover 90; nearest £250. Cope, 19, Copthorne Rd., Wolverhampton. (C0425)

1953 Rover 75 saloon, black/green, one owner, excellent condition, 18,000 miles; £690.—Bainsons Garages, Ltd., Temple Bar 3358. (C0429)

1955 (2 weeks old) Rover 90, black, 190 miles, taxed year; part exchange and deferred terms.—Westover Garage, Ltd., Bournemouth 8661. (C0423)

1948 Rover 75 saloon, black/green, one owner, immaculate, guaranteed; £550.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston. Kin. 9104. (C0403)

1948 Rover 75 de luxe saloon, black, brown leather, heater, headlight value at £495.—Peter D. Steadman, Ltd., 21, Cowley Rd., Oxford 5022. (C0403)

ROVER (60, 75 and 90)

CASS'S MOTOR MART—1948 Rover 75 sports saloon, green, unblemished, checked by makers; £635; written guarantee.—S. Warren St., W.1. Euston 4110. (C1040)

1955 model Rover 90 saloon, black, tan hide, 7,000 miles, excellent condition, £1,250.—Silverthorne Motors, Ltd., 11, Fitzroy St., W.1. Euston 7811. (C0411)

1948 Rover 75, black/beige, radio, heater; £555, exchanges.—Naylor & Root, Ltd., 35, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. (C3022)

1949 Rover 75, one owner since new, reconditioned engine fitted 5,000 miles ago, heater, radio; £555.—Cavendish Motors, Cavendish Rd., Kilburn, N.W.5. Willesden 0046/7. (C0411)

1951 Rover 75 saloon, black/red, leather, fitted radio, heater, one owner, magnificent condition; £755.—Farrington & Clew, 307, Walsall Rd., Birmingham. Birchfields 4654. (C0411)

1948 Rover model 75 saloon, sun roof, one owner, recently completely overhauled, in practically new condition; £575; terms, exchanges.—Northway Garage, Swiss Cottage, N.W.3. Primrose 1127. (C3026)

1950 P4, spotless condition, 18,000 miles, one owner, heater, loose covers, beautiful example; any trial; £591.—A.Z. Motors, 100, Palmerston Rd., N.W.8. Mal. 4723. (C1011)

£479—(August) 1948 Rover 75 saloon, immaculate condition; bargain.—G.P. (Baltham), Ltd., 2c, Baltham Hill, S.W.12 (100 yds. Clapham South Tube). Bat. 1107-8-9. (C0204)

1954 Rover 90 saloon, grey with red interior, heater, etc., one owner, a specimen car; £1,265.—Henlys, Henlys Corner, North Circular Rd., N.W.1. Finch. 0081. (C0411)

1952 Rover 75 saloon, black with red interior, radio, heater, etc., a first-class example; £575.—Henlys, Henlys Corner, North Circular Rd., N.W.11. Finchley 1571. (C0411)

1948 Rover 75 saloon, black with brown leather upholstery, heater, etc.; £495.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. (C0255)

1953 (June) Rover 75 saloon, green, radio, heater, maintained in immaculate condition; £595.—Ironbridge Service Depot, South Road, Southall, Middx. Will demonstrate on behalf of the owner. Southall 2655. (C0227)

ARCHIE SIMONS & Co., Ltd.—1951 Rover 75 saloon, lakeside green/green leather, fitted radio and heater, nominal mileage, one owner, exceptional throughout; £765.—94, Gt. Portland St., W.1. Lan. 1245. (C0415)

695 gns.—Rover 75, 1951, P4 de luxe saloon, black, grey leather, heater, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C0418)

CHOICE of 2 Rover 75s, 1954 and 1955, both same owner, perfect in every detail, complete with H.M.V. radio, twin fog and parking lights and Ace Rimblishers and taxed for year; both indistinguishable from new.—Pilgrim, Guildenham, Norwich. (C0418)

H. F. EDWARDS offer 1951 (April) Rover 75 P4 saloon, a quite outstanding and really immaculate one owner car, black with green leather heater, written guarantee; £760; terms, exchanges.—200, Great Portland St., London, W.1. Tel. Langham 012. (C0403)

ROVER (60, 75 and 90) Cars Wanted
H. A. SAUNDERS, Ltd., Golders Green, require:—

ROVER 75 cars for cash—140-144, Golders Green Rd., N.W.11. Speedwell 0011. (W4004)

LAND-ROVER
HARVEY HUDSON, Ltd., the nation-wide Land-Rover specialists offer the following used late model Land-Rovers; 6 months' written guarantee; hire purchase.

1951-4 Land-Rovers, choice of 13 from £350. COUNTRY enquiries welcome; representatives for all districts.—Harvey Hudson, Ltd., High Rd., South Woodford, London, E.18. Wanstead 0056. (C2039)

EVANS (WIMBLEDON), Ltd., offer a selection of high-grade used Land-Rovers with 5 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0165-6. (C1055)

H. A. SAUNDERS, Ltd., Golders Green, offer:—
1955 Land-Rover, 60in wheelbase, 1,050 miles, one owner, perfect, highly recommended; £255. 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (70 lines). (C4004)

CAMDEN MOTORS offer a 1955 long-wheelbase Land-Rover, 1,800 miles and virtually as new in every respect. Call, write or phone for details. CAMDEN MOTORS, Leighton Buzzard 2041. Showrooms open until 8 p.m. (C1055)

1951 Land-Rover, very good condition; £275.—N.W.5. Willesden 0046/7. (C0411)

G & M ALFRED (1954), Ltd.—Land-Rovers from 1948 to 1953, privately used, above average condition.—6-7, Warren St., W.1. Euston 3268. (C1005)

1949 Land-Rover, privately used, in clean condition, 495 gns, 1,000 miles, good tyres, blinkers, taxed; £285, or £495 down.—Bray Motors, 180-184, West End Lane, N.W.8. Hampstead 4490. (C1024)

1952 Land-Rover, only 4,000 miles, fitted with power take-off, governor, lock mats and seats at rear, one owner; £475.—Castle's, Church Gate, Leicester 65251. (C0418)

295 gns.—Land-Rover, 1950, Perspex side screens, excellent condition, choice of two Land-Rovers; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C0418)

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Land-Rover.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

ROVER MISCELLANEOUS

HENLYS, Ltd.,
ENGLAND'S Largest Rover Distributors
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287)
HENLYS House, 385, Euston Rd., N.W.1. (Euston 4444)
DEPOTS at:—
MANCHESTER (Blackfriars 7843).
BRISTOL (Bristol 21326).
BOURNEMOUTH (Bournemouth 6314).
NORTHAMPTON (Northampton 907).
CAMBERLEY (Camberley 77).
HOUNSLOW (Hounslow 3454).
FINCHLEY (Finchley 0081).
GREAT WEST ROAD (Basing 3477).
CAMDEN TOWN SERVICE STATION (Ouliver 4141).
HENLYS, Ltd., England's Leading Motor Agents. (C022/R)

LAMBS OF WOOD GREEN. Established 1897. Rover bargains.
£475—1947 Rover 19 de luxe saloon, carefully used, magnificent condition, about 35,000 miles. (C0252)
£385—1940 Rover 12 saloon, as nice as the one advertised above, outstanding value.—Below.
£375—1939-40 Rover 14 full de luxe saloon; this car is indistinguishable from a post-war vehicle and runs extremely well.—Below.
£695—1950 Rover P4 de luxe saloon; this vehicle is beautiful, only one owner, speedometer reading 27,000, but frankly you could remove the 2 and the vehicle looks and runs as though it has only done 7,000.—Below.
£595—1948-9 Rover 75 saloon, just had overhaul costing £90, including engine, etc., coachwork like new, interior unmarked; don't mistake this for an ordinary Rover, it is far, far above average.
LAMBS OF WOOD GREEN—100 guaranteed cars; L exchanges, hire purchase—421-425, High Rd., Tel. Finchley 6222-3-4. (East Finchley Underground). (C0252)

BEARDS of Kingston, Rover Specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3548. (C080/R)

Rover Miscellaneous Cars Wanted
ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Rover.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

COOMBS & SONS (GUILDFORD), Ltd.
URGENTLY wanted, good condition post-war Rover car, offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. (C0418)

ALMOST new Rover required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

BIRMINGHAM—Post-war Rovers wanted; distance no object.—Hutton Motors, Ltd., 71, Broad St., Midland 2437. (C0214/R)

WANTED, nearly new Rover, small mileage; distance no object; details and price.—Green & Zonib, Ltd., 246-252, Deansgate, Manchester, 3 Tel. Deansgate 3325-6. (W2028)

POST-WAR Rovers wanted.—Wilson's Automobiles & Coachworks, Ltd. 34, Acre Lane, Brixton, S.W.2. Brixton 4011; 3, Dorking Rd., Epsom, Surrey, Epsom 3901. (W4085/R)

Rover Spares and Service
LEATHWOODS GARAGES, Ltd., 203, St. James's Rd., Croydon, The 1222, Main Rover dealers for Croydon. (C0219/R)

GULLIVER ENGINE SERVICE—Rover 12 and 14hp reconditioned exchange engines.—90, Highgate Rd., N.W.5. Gulliver 4604. (C0582/R)

EVANS (WIMBLEDON), Ltd., area dealers for Wimbledon and district.—131, Alexandra Rd., Wimbledon, Tel. 0163-4-5. (C1047/R)

COLLIER-FISHER, Ltd., unsurpassed service spares, and replacement units.—Northwood, Middx. Tel. 777 (4 lines). (C0009/R)

HIGH PARK MOTORS, Ltd., Datchett, Slough, Bucks. Rover distributors for spares and specialised service.—Tel. Datchett 54. (C047/R)

R. F. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate, E.7. Maryland 4215. (C0437/R)

DAVID ROSENFELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheadam Hill Rd., Manchester, 8 Tel. Blackfriars 2302. (C0556/R)

SIMCA
SIMCA Aronde—Several demonstration cars available, very low mileage and maintained in perfect condition.—Details from Fiat (England), Ltd., Water Rd., Wembley, Tel. Farnley 5651. (C0395/R)

1955 Simca Aronde, black, grey leather, heater, magnificent performance, condition as new, taxed; £765; terms and exchanges.—Ross Motors, Ltd., Regent St., Hincley, Leics. Tel. Hincley 558. (C0552)

SINGER
D'ICKS
1950 Singer 9 sports tourer, full 4-seater; £325.
D'ICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Middlesex 688-9. (C1072)

AREA dealers, new and used models always in stock, spares parts service.—Botteslegat Motors, Ltd., Bolton Rd., Darwen 774). (C0743)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SINGER

A LEC UNDERWOOD offers:—

SINGER Le Mans 5hp 1934 2-seater, good condition, all-round hood, screen and tonneau; £175.

SINGER Le Mans 5hp 4-seater, resprayed grey, blue upholstery, good all round; £130.

UNDERWOOD-RUSLING (SPORTS CARS), Ltd., Queensberry Rd., Kettering, Tel. 3351. [C4075]

CHARLES FOLLETT, Ltd., offer:—

SINGER S.M.1500 1953 saloon, black/grey above waist-line, 18,000 miles, heater, carefully maintained, 3 mths. guarantee; h.p. facilities.

SHOWROOMS—18, Berkeley St., W.1. Mayfair 6366.

SERVICE—Works & Stores—Barnsdale Yard, off Eglon Ave., W.9. Cunningham 5936. [C3010]

TANKARD & SMITH (DUFF MORGAN), Ltd.

1951 Singer Roadster, grey, red interior, new hood and side screens, like new in mechanical condition and appearance; £405.

PART exchange; h.p.; A.A. inspection; guaranteed.

OLD INN GARAGE, 15, Flood St., Chelsea, S.W.5. Fin. 5494. [C4990]

LAMBS OF WOOD GREEN, Established 1897. Singer Bargains.

£399—Singer 9 4-seater roadster, last series, with independent suspension, a particularly attractive example of amazing performance and economy.

LAMBS OF WOOD GREEN—100 guaranteed cars; £ exchanges, hire purchase—421-423, High Rd., Tel. Finchley 6222-3-4. (East Finchley Underground). [C2052]

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1951 Singer 1900, very good condition; £485.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [C1066]

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1947 Singer 10 saloon; £250—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

1955 Singer Hunter saloon, silver with red interior, gear, full equipment; £495.

PARKERS, Ltd., Bradshawgate, Bolton. 4980. [C3082/1]

1955 Singer Hunter saloon, green and silver two-tone, single carb. with full equipment; £495.

BOTTOMGATE MOTORS, Ltd., Bolton Rd., Darwen 774, and Bottomgate, Blackburn 5084. [C3082]

165 gns.—Singer 9, December, 1939, sports roadster, good condition; terms, exchanges.—Rowland Smith, below.

69 gns.—Singer 9 1936 de luxe 4-door saloon, sliding head, leather, good condition; terms, exchanges, list; open 3-7 week-days and Saturdays.—Rowland Smith (Hampstead Tube), Hampstead 6041. [C4018]

1950 Singer 1500 saloon, unmarked, heater, guaranteed; £425.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Middlesex. Mol. C100. [C4055]

£675!!!—1954 Singer S.M.1500 saloon, just over 12 months old and in immaculate order throughout, one owner, heater, etc. [C4055]

£445!!!—1950 Singer S.M.1500 saloon, golden bronze with fawn leather, carefully used by week-end motorist and serviced throughout by Singer distributors in this area.

CAMDEN MOTORS, Leighton-Buzzard 2041. Write for catalogue. Showrooms open until 5 p.m. [C1035]

1948 Singer Super 10, maroon, very good mechanically; £325—Vare Motors, 472 Archway Rd., Highgate, N.6. Mountview 9039 and 5936. [C4074]

1939 (June) Singer 10 saloon, very sound throughout, original paintwork and leather carefully maintained; £175.—Fegge, c/o Keen's, Sycamore Rd., Amersham, Tel. 819. [C517]

1951 Singer S.M. 1500cc saloon, heater, etc., guaranteed; £425.—Vare Motors, 472 Archway Rd., Highgate, N.6. Mountview 9039 and 5936. [C3034]

1949 series Singer Super 10 de luxe saloon, new tyres, really excellent condition, unmistakable bargain; £310 also 1939 9 Panhard 475—A.Z. Motors, 100, Palmerston Rd., N.W.6. Mal. 4725. [C1011]

Singer Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Singer.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

SINGER S.M.1500s urgently required by Jack Foxner (Autos), 395, Hendon Way, N.W.4. Hen. 8011-2.

WANTED, late 6M1500, mechanically perfect.—Write Saunders, 33, Dickering Rd., Kingston, Surrey. [3926]

Singer Spares and Service

L MCASHBURN, for spares, repairs and service.—St. Grimshaw, Whalley New Rd., Blackburn. Tel. 43091. [C1019]

THE Singer Agents for spares, service, repairs, Auto-menders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6291. [0754/R]

GORDON CARS (LONDON), Ltd., the London Singer distributors, for spares, repairs and service.—St. Albans Lane, Golders Green, N.W.11. Speedwell 4701/2. [0605/R]

MANCHESTER, South Lancashire, North Cheshire, specialised sales, service and spares facilities. Distributors, Parkers, Ltd., Bradshawgate, Bolton (4080), and 176, Deansgate, Manchester. (Deansgate 4577). [0740/R]

SPORTS CARS

FRAZER NASH-B.M.W. 1937, black/red, licensed, engine only 8,000 miles; 199gns.—Tel. Sevenoaks 2551. Channon, c/o Charles Hodges & Co. [3405]

£90—Singer 9 1935 4-seater sports, very nice condition.—L. Woodlands Rd., Romford, Essex. Romford 5512. [5840]

CHIPSTEAD MOTORS, Ltd., specialists in high-grade sports cars.—See under Rolls-Royce, Bentley, Alvis, Healey, Jaguar, Wolseley, Austin A30, M.G. columns [C1046]

SPORTS CARS

R RAYMOND WAY, East London Branch.

1935 Jensen V.8 sports tourer, 7622 engine, Allard cylinder heads, Columbia 2-speed axle, tele-controls, black with green leather, almost new tyres, terrific performance and appearance for 199gns or £53 deposit.

EASY hire purchase on the spot with no references. No formalities or guarantors; part exchange on your present car or motor cycle; always a huge selection of pre- and post-war cars to choose from.

RAYMOND WAY, 775, High Rd., Seven Kings. Tel. Seven Kings 4066. [5917]

B & O. MOTORS offer:—

£265—M.G. 2.6-litre 1939 open speed model 4-seater, spotless appearance and really goes like the clappers, maroon and chromium, has to be seen and tried to appreciate.

£195—Lagonda 16/50 open speed model 4-seater, in immaculate cream and chromium, new hood and tonneau cover, etc.

£110—Triumph 10 Southern Cross open sports 4-seater, red.

£140—Alvis 12 Firefly open semi sports 2-seater, spotless green cellulose, new safety glass, goes extremely well.

£130—B.S. 20hp open sports 4-seater, in ocean blue, fitted the ohv engine, really fast and most attractive car.

£130—M.G. 8hp J2 open sports 2-seater, choice of 2, one in green and 1 maroon, slab tanks, twin carbs, etc.

£130—Wolseley Hornet 12 open sports 4-seater, green, very smart car and a bargain at this price.

£130—B.S.A. 10 open sports 4-seater, 1938, in black and white, goes jolly well; another 1938 at £110.

£110—Wolseley Hornet special open 2/4-seater, red, slab tank, twin carbs, etc., a sporter.

£110—Morris 8 open sports 2-seater, red; another in black at £95, both go very well indeed.

£165—M.G. 8hp P type open 2-seater, red, taxed, above average.

£95—Hillman 10 open sports, choice of 2, a 2-seater and a 4-seater, both extremely smart little cars.

MANY others; easy terms.—B. & O. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [C1019]

SLOOMBER, Ltd., Willesden 4869.

WE regret to offer the following cars without our usual guarantee.

1937 Frazer Nash-B.M.W. type 329, externally very nice indeed, mechanically horrible, ideal for enthusiasts who has the will to succeed and to get dirty in the process; £140.—See below.

ALSO a most undesirable 1932 Hornet open four-seater, some of the most unpleasant pieces we have ever stocked, but it does go, and well, too; £40.—See below.

£80 1934-5 Ford 8 saloon, which runs and smokes, a bit, but then it is old enough; £40.

SPECIAL announcement to the boys with a sense of humour; the above three cars at £180 the lot. Any course? [C4017]

SLOOMBER, Ltd., Car Division, Willesden 4869.

ROWLAND SMITH'S for sports cars.

775 gns.—Triumph TR2, September 1954, super sports 2-seater, radio, heater, one owner, 5,000 miles.

645 gns.—M.G. Midget, September 1954, T.P. 2-seater, one owner, 6,500 miles.

495 gns.—G. Midget 1951 T.D. 2-seater, 1,500cc engine.

395 gns.—M.G. Midget 1949 T.C. 2-seater, primrose, red leather.

395 gns.—Frazer Nash-B.M.W. registered 1953 1½-litre special streamlined super sports 2-seater.

225 gns.—Singer 1937 model 1½-litre Lynx sports 4-seater.

165 gns.—Singer 9, December 1939, sports 2/4-seater roadster.

145 gns.—Austin 7 1934 65 sports 2-seater.

125 gns.—Lagonda late 1934 4½-litre sports saloon.

69 gns.—M.G. Midget 1950 8hp 2-seater, taxed; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

BERT MASON SPORTS CARS, Ltd., offer:—

£215—M.O. V.A. 1½-litre drop head coupe, black, red leather, 1937-8.

£215—Lagonda Rapier super sports racing 2-seater completely rebuilt and reconditioned.

£185—Jaguar 1½-litre, 1939 model.

£125—Triumph 14 sports convertible, very recent car in obviously good condition.

£100 overhand, new hood, a very pretty motor car in obviously good condition.

URGENTLY required, sports car of all types, pre-war or post-war in above average condition; we pay top prices for good vehicles, but do not, however, and we would make this point quite clear, sell vehicles on a commission basis as in our opinion "if it's not worth buying, it's not worth selling." So if you have a good sports car for disposal and bring it to us your journey will certainly be worth while.

WE are now open 7 days a week.

HIRE purchase terms on all vehicles.

BERT MASON SPORTS CARS, Ltd., 77, Cricketfield Rd., Clapton, E.3. Amhurst 1814 [C3076]

VINTAGE AUTOS. See our advertisement on page 53. [C4079]

RILEY Imp, late 1934, immaculate condition throughout, crash rear box; £250, o.n.o.—Bennett, Hazelwood Rd., Duffield, Derby. [5711]

SS100 2½-litre 1937, good tyres, very fast; £280 or terms.—Automo, 229, West End Lane, Hammersmith 3430. [5779]

ALVIS 12/70 sports saloon 1940, black, well above average, 20,000 miles; £300, o.n.o.—Farnborough, Kent, 4975, after 5 p.m. [5948]

SPORTS CARS

MG. N3 comp. fast 2-seater, excellent condition, with many extras, supercharger, this car is one of the original M.G.s "Three Mucketers"; £230.—Box 4560. [5619]

LAGONDA 4½-litre pillarless saloon, 1955, excellent condition throughout, genuine bargain; £180.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424. [C3045]

1937 model B.S.A. Scout 2-seater, completely overhauled, blue/silver, perfect upholstery, hood, sidescrims; £140 o.n.o. (terms available).—64, Bromley Rd., E.17. [5920]

LOTUS Mr. VI 1,000cc Ford, Whatmough overhauled, inlet head, high-lift cam, polished brasses, crank, close ratio, gears, 4.7 axle, hood, windscreen, etc., new Dunlop racing tyres.—Manwaring, Great Buckhurst, Sedlescombe, Sussex. [51290]

JOHNSON & BROWN offer 1950 Healey Silverstone 2-seater, 1953 Grenfell Special 4-seater, £235; 1948 Fiat 1100, £395; Connaught 2-seater, £650; new Austin-Healey 100, immediate delivery.—268/270, High St., Bromley, Ravensbourne 861-2 & 6479. [C2073]

Sports Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

SCHOOLTEACHER 50/52, 8/10 privately, cash.—34, Yewstock West, Chippenham. [5551]

JOHNSON & BROWN require clean post-war sports cars.—268/270, High St., Bromley, Ravensbourne 861/2 & 6479. [W2073]

MERCURY MOTORS wish to purchase good used sports cars of most types.—M.G. Riley, Sunbeam, Talbot, Morana, etc., please write, phone or call. Give full particulars of price required, our representative will call if it is inconvenient for you to come to Wembley.

MERCURY MOTORS, Universe House, 825-6, Harrow Rd., Wembley, Middx. Wembley 6058-9. [W3014]

TUNING, repairs, unobtainable spares made.—Auto-menders, Ltd., Ferry Rd., Barnes, S.W.13. [0755/R]

STANDARD 8

WHAROLD PERRY, Ltd., 1105-1111 High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1953 Standard 8 saloon, black, with blue holsters, extras, mileage 8,500, excellent condition; £445.

WHAROLD PERRY, Ltd., 1105-1111 High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]

NEWNHAMS, Ltd.

1954 Standard 8 saloon, heater, 3,000 miles; £475.

NEWNHAM House, 235/7/9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024]

1948 Standard 8 tourer, immaculate throughout, £275; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

R.A.C. Rally winning conversion, always available, see our advert, under "Standard 10," "New" and "Used Cars." Available with or without conversion. Demonstrations; h.p. terms, part exchange.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094]

MONTE CARLO Rally performance Standard 8, twin carb., 4-branched exhaust, h/c head, high axle ratio, George Boyle (Sports Cars), Mollington, N. Chester, Great Mollington 353. [C1106]

245 gns.—Standard 8 1946 tourer, leather, carefully used; terms, exchanges, list; open 3-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

PRIDE & CLARKE, Ltd.—1954 Standard 8 saloons, 1 low mileage, heater, choice several from £449

terms 15% deposit, balance over two years, cash or list; guarantee.—Stockwell Rd., S.W.9. Brixton 6251. [C3068]

£470—1954 (June) basic saloon, painted dual colours grey and blue, condition as new, 3,411 miles, one owner; terms and exchanges.—Whitlay & Harper, Ltd., 174, Upper Richmond Rd., S.W.14. [Pro 4455]

1954 Standard 8 de luxe saloon, heater, overriders, wing mirrors, stoneguard, link mats, screen washers, rear blind, engine converted R.A.C. rally specification, 6,000 miles, enthusiast maintained; £550.—A. K. Austin, Ltd., 375, Mansfield Rd., Nottingham. Tel. 63251/2. [5559]

Standard 8 Cars Wanted

SLOOMBER, Ltd.

WE are always pleased to purchase nice examples of Standard 8s.—58/52, Dudden Hill Lane (N.7), Dollis Hill Underground, Willesden 4869. [W4017]

LOW mileage 8s wanted urgently, cash waiting.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094]

WHAROLD PERRY require Standard 8 cars.—Used Car Dept., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [W3042]

STANDARD 10

MONTE CARLO Rally performance Standard 10, twin carb., high compression head, 4-branched exhaust.—George Boyle (Sports Cars), Mollington, N. Chester, Great Mollington 353. [C1106]

R.A.C. Rally winning conversion, as used on works' entered cars, now available on 8s at £108; stock of new and used cars with or without conversion always available; send for data; demonstrations; h.p. terms, part exchange.

1955 Standard 10, in grey, with blue interior, heater and other extras, complete with Alexander's twin carburettor conversion; £620.

1954 Standard 10, in birch grey with red interior, low mileage, many extras, in excellent condition, registered late 1954, complete with Alexander's twin carburettor conversion; £655.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD 10
£595.—1955 (March) Standard 10, grey with blue interior, 2,400 miles only, heater and overdrive, as new.—Makin & Harrison, 492-6, High Rd., W.4. Chiswick 0558/2619. [C3071]

STANDARD 10 Cars Wanted
SLOOMBER, Ld.

WE are always pleased to purchase nice examples of Standard 10s.—38-52, Dudden Hill Lane (Nir. Dollis Hill Underground), Willesden 4688. [W4017]

LOW mileage 10s wanted urgently, cash waiting.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094]

STANDARD 12
1948 Standard 12, independent front suspension, black with brown interior, in good condition all round; £295.
ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094]

1947 Standard 12 drop head fourseater coupe, black, maroon hide; £295, or £100 down.—Bray Motors, 180-184, West End Lane, N.W.8. Hampstead 6490. [C1045]

1937 Standard 12hp saloon de luxe, reupholstered with good red leather, very good condition; £175, or £60 deposit, balance over 18 months; exchange, insurance.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7104. [C4071]

STANDARD 14
SIMPSON MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:
1947 Standard 14; £265.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015]

£375.—Standard Flying 14, 1948 model, magnificent chrome 6, many other cars.
BENMOTORS, 1, Clarendon Rd., Epsom Park, London, W.11. Park 5066-7. 30yds Holland Park Tube) Exchanges, h.p. [C1017]

1955 Standard 14 1947 de luxe saloon, black, sliding door, blue leather, one owner, excellent condition; terms, exchange, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

STANDARD VANGUARD

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offer:

1955 (April) Standard Vanguard saloon, grey with red upholstery, heater, mileage 1,250, as new and in immaculate condition; £765.
W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042]

BENTALLS, Ltd.

1951 Standard Vanguard saloon, maroon, beige upholstery, 18,000 miles; £465.—Kingdom-on-Thames. Kingston 1001. [C1093]

CAR MART, Ltd.

1953 Standard Vanguard saloon, heater, grey with grey hide upholstery; £525.
CAR MART, Ltd., 297, Euston Rd., London, N.W.1. Euston 1212. [C1039]

BOON & PORTER, Ltd.

1951 Vanguard, grey, sold by us, carefully serviced, 54,000 miles, excellent guaranteed; £450.
CASTELNAU, S.W.13 (Hammersmith Bridge). Riv. 4444. [C1022]

CARRS AUTO SALES, Ltd., Standard and Triumph distributors.

OFFER used cars of exceptional quality:

1954 Vanguard Phase II, black, heater; £665.

1952 Vanguard, black, heater; £495.

1951 Vanguard, maroon, heater; £435.

1950 Vanguard, leather, overdrive, fog lamps, heater; £450.

STANDARD House, South End, Croydon. Tel. Croydon 6088 and 0266. [C1102]

1952 Standard Vanguard, heater, radio, in superb condition; £525.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016]

1954 Standard Vanguard, better, grey leather, fitted heater, 8,000 miles only; £495.

DOUGLAS CAR SALES, 21, High St., Waltham Cross, Tel. Waltham Cross 4925/4124. [C1075]

SIMPSON MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:

1951 (Sept.) Standard Vanguard saloon, radio and heater, immaculate, £450; 1949 Standard Vanguard estate car, £425.—355, High Rd., Wembley Middx. Tel. Wembley 4422. [C4015]

1953 Vanguard saloon, one owner, leather, dark green, low mileage; £545.—Below.

1952 Vanguard saloon, one owner, leather, heater, dark green, low mileage; £495, both these cars are in really magnificent condition; written guarantee, terms, exchange; trade enquiries welcomed.
HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0082-3-4 anytime. [C4055]

1954 Standard Vanguard Phase II; choice of 3 from £695; 3 months' guarantee; terms and exchange.

JACK WILLIAMS MOTORS, Ltd., 189, Priory Rd., Hornsey, Moutview 5226 and 5774. [C4054]

1953 Phase II Vanguard saloon, low mileage; £285.—Starnes Motors, 103, The Broadway, Crickwood, N.W.3. Gladstone 2480/0298. [5893]

1953 Standard Vanguard saloon, Phase II, one owner, fitted heater, splendid condition; £375.

1954 Standard Vanguard saloon, Phase II, one owner, dual colour grey and black, perfect bodywork; £625.

FERRARIS OF CRICKWOOD, Ltd., 200-220, Crickwood Broadway, London, N.W.3. Gladstone 2254. Open week-days 8 a.m. to 6 p.m. [C2008]

1953 Vanguard, grey with grey upholstery, a one-owner car, taxed year, supplied and maintained by us; £265.

K. J. MOTORS, Ltd., Bromley. Rav. 3456. [5767]

4955 Standard Vanguard 1952 saloon, leather, heater, carefully used; terms, exchange.—Rowland Smith, below.

4655 Standard Vanguard 1951 saloon, Comet blue, blue leather, overdrive, heater, excellent condition; terms, exchange, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016]

1950 (Sept.) Vanguard, black leather, seat covers, one owner; £425.—"Oakroyd," Eghurst Close, Kingswood, Surrey. Mowdour 2045. [5290]

1950 Standard Vanguard saloon, excellent condition; £455.—Jacquier, Ltd., 225-7, Hammer-smith Rd., W.8. Riverside 6677-8. [C2045]

AZ MOTORS offer 1951 Vanguard saloon, fitted heater, good condition at bargain figure £450!!!

—A.Z. Motors, Palmerston Rd., N.W.8. Mal. 4723. [C1011]

STANDARD VANGUARD

1953 Vanguard, grey with grey upholstery, a one-owner car, taxed year, supplied and maintained by us; £265.

K. J. MOTORS, Ltd., Bromley. Rav. 3456. [5767]

4955 Standard Vanguard 1952 saloon, leather, heater, carefully used; terms, exchange.—Rowland Smith, below.

4655 Standard Vanguard 1951 saloon, Comet blue, blue leather, overdrive, heater, excellent condition; terms, exchange, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016]

1950 (Sept.) Vanguard, black leather, seat covers, one owner; £425.—"Oakroyd," Eghurst Close, Kingswood, Surrey. Mowdour 2045. [5290]

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AZ MOTORS offer 1951 Vanguard saloon, fitted heater, good condition at bargain figure £450!!!

—A.Z. Motors, Palmerston Rd., N.W.8. Mal. 4723. [C1011]

1953 Standard Vanguard, grey, heater and leather, excellent for year; £575.—Bells Service Garage, 144, London Rd., Kingston-on-Thames. Kingston 1165. [C1016]

1951 Vanguard saloon, radio, heater, black with red upholstery, excellent condition; £480.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S. W.15. Liberty 3456. [C1017]

1950 Vanguard saloon, black, red leather, overdrive, H.M.V. radio, heater, taxed, 33,000 miles only; £435; terms can be arranged.—48, Forty Avenue, Wembley, Arsenal 4004. [C2045]

1952 (July) Standard Vanguard saloon, 15,000 miles only, one private owner, finished comet blue with blue interior, the whole car in brand new condition; price £550 with written guarantee.—Motorsists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 4301-2. [C3018]

Standard Vanguard Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard Vanguard. Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

LARGEST new Vanguard required immediately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

Standard Miscellaneous Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

PRIVATELY owned Standard II of 14-5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2788. [W2037]

MARSTON MOTOR Co., Ltd., for your Standard.—15, Tel. Sta. 8000.—Seven Sisters Rd., Tottenham N.15. [0181/R]

XXX Excellent cash prices paid for good Standard cars.—H. F. Edwards, 28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001]

Standard Spares and Service

KJ MOTORS, Ltd.—Spares, reconditioned units, Kirling, Radiomobile agents.—Bromley. 3456. [0367]

LARGE stockists of Standard spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds 2. Tel. 29439. [0501/R]

BARKERS MOTORS (LONDON), Ltd. (Tel. Balham 6666), for Standard spares, sales and service.—209, Balham High Rd., S.W.17. [0529]

STANDARD spares, all models from 1937 by return of post; genuine factory replacement engines, 1936 onwards; quote commission when ordering.

WHITE'S GARAGE, Ltd., Standard and Triumph Distributors, Grimsby. Tel. 5486. [0475/R]

MARGATE, Kent.—Service and spares for all models. Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [5559]

STANDARD spares for all models, largest provincial stockists.—Hollingsdale Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay, (Tel. 3522).

LANKESTER ENO. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; phone, write or call, orders dispatched immediately.—39-43, Eden St., Kingston, Kin. 3151. [9288/R]

STANDARD spares, all models from 1935 (replacement units from 1938); complete overhauls, body repairs, reupholstering.—Pitticks, Ltd. (S.W. Surrey distributors), Alexandra Terrace, Guildford 5391. [0253/R]

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guaranteed three months; Kirling and Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5503/5. [0002/R]

STEYR

1939 8.2hp Steyr streamline saloon, sunshine roof, independent front and rear, fast, economical; 200,000 o.d.o.—10, Oakleigh Court, East Barnet. [5687]

STUDEBAKER

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars."

1951 Studebaker Champion 4-door, overdrive, loose covers, heater, in very good condition; £795.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Tel. Hampstead 7779/8676. [C4016]

1948 Studebaker Champion 21hp, r.h.d., 4-door saloon, heaters, overdrive, radio, new whitewall tyres, showroom condition; £575.—Tel. Slough 22073. [5636]

1940 Studebaker Champion 21hp 4-door saloon, perfect condition throughout, heater, etc., genuine 28 m.p.g., any inspection invited; £285.—Tel. Croydon 1966. [5032]

1954 Studebaker, Farina type body, 3,000 miles, as new.—J. Thompson (Motors), Ltd., 91, Fulham Rd., South Kensington, S.W.8. Kensington 4858. [C4028]

STUDEBAKER

BRAND new Studebaker Regal de luxe saloon, r.h.d., finished in black with heater and overdrive, delivery mileage only; terms, exchange.—Corner Garage, Gorton St., Blackpool. Tel. 26835. [C2083]

1954 Studebaker, Farina type body, 3,000 miles, as new; 1949 r.h.d. Studebaker Champion, £495.—Joe Thompson (Motors), Ltd., 91-93, Fulham Rd., South Kensington, S.W.8. Kensington 4858. [C4028/1]

Studebaker Cars Wanted

SIMPSON MOTORS (WEMBLEY), Ltd., the Studebaker buyers. Wembley 8691/8903. [W4015/R]

SUNBEAM

WARWICK WRIGHT, Ltd., offer:

1954 Sunbeam Mark III (November), grey with red upholstery, fitted heater, 5,000 miles; £1,150.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

1955 (May) Sunbeam Mark III convertible, just run in, Alpine mist, red leather, radio; nearest offer to list price.—S. F. Erskine & Son, Ltd., 24, Commercial Rd., Woking. Tel. Woking 4641. [C3051]

1955 series Sunbeam Mark III convertible coupe, finished sapphire blue, fitted heater and other extras, low mileage, beautifully kept car; £1,145.—Morley, 54, Streatham Hill, S.W.2. Tul. 4488. [C3018]

SUNBEAM ALPINE

B. J. HUNTER, Ltd., offer:

1954 Sunbeam Alpine coupe, very attractive car in cream coat £1,300; bargain at £895.

J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

WARWICK WRIGHT, Ltd., offer:

1953 Sunbeam Alpine roadster, sapphire blue with fawn upholstery, 5,000 miles; £925.

1954 Sunbeam Alpine roadster, black with red upholstery, fitted radio and heater, 3,000 miles; £1,125.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

1954 Sunbeam Alpine, new and unregistered, ivory with red leather, full guarantee; £1,100.

1954 Sunbeam Alpine, alpiste mist with red leather, 16,000 miles, heater, radio; screen spray, tonneau cover, racing screens, spot lamps, etc., 1 owner, immaculate condition; £895.

D. Dunstable Rd., Luton. Roets Group Distributors. [5522]

1954 Sunbeam Alpine, finished in red, radio, heater, one owner from new, excellent condition.—H. Leverton & Co., Ltd., Broad St., Spalding. Spalding 3271. [5301]

1954 (Nov.) Sunbeam Alpine, 8,000 miles, supercharged by Marshall-Nordes, fitted every conceivable extra including Michelin-X, cost over £1,600, never raced or trialed and as new; £1,050.—Stimons, 12, Rex Place, Park Lane, W.1. Grosvenor 1188. [5804]

ROSE & YOUNG, Ltd., offer 1953 Sunbeam Alpine sports, fitted radio, heater, rev counter, etc., one owner, exceptional condition, ivory with red leather; £850.—65/69, Stornborough Ave., Streatham Hill, S.W.8 (1 min. Streatham Hill Station). Tulse Hill 6464. [C3057]

SUNBEAM-TALBOT

WM

WELBECK MOTORS proudly offer a unique Sunbeam-Talbot:

1954 (reg. October 1953) Sunbeam-Talbot saloon, two colours silver and maroon, radio, heater, mileage 20,000 approx., every possible high speed extra, including full Alpine high compression 2-carburettor engine, we understand that this car cost nearly £300 more than normal; offered at £995.—Welbeck Motors, Ltd., 107, Crawford St., London, W.1. Welbeck 1159. [C4049]

AUTOMOBILLA, Ltd., offer:

1950 (Aug.) Sunbeam-Talbot 90 fourseater convertible coupe, satin bronze, red leather, heater, fog lamps, one owner, low mileage, excellent condition; £545.—Automobilia, Ltd., Pippbrook Garage, Dorking 4504. [C1089]

TOM GARNER, Ltd., offer:

1954 Sunbeam-Talbot 90 Mark II saloon, light gun, 8,000 miles only; £995.

1952 Sunbeam-Talbot 90 Mark II saloon, bronze, heater, radio; £725.

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 9265-4-7. [C2020]

WARWICK WRIGHT, Ltd., offer:

1952 Sunbeam-Talbot 90 Mark II saloon, satin bronze, with red upholstery, fitted heater, 21,000 miles; £745.

1954 Sunbeam-Talbot 90 Mark II saloon, Alpiste mist with red upholstery, fitted radio and heater, 9,000 miles; £1,065.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

WORKING MOTORS (Mercedes Distributors).

1951 (September) Mark II Sunbeam-Talbot 90 saloon black and red, heater, etc., one owner, superb condition; £595.—Maybury Hill Garage, Woking 4577-8. [C4087]

LEONARD WILLIAMS (DISTRIBUTORS), Ltd., offer:

1952 Sunbeam-Talbot 90 saloon with heater, seat covers, overdrive, just completely reupholstered, excellent mechanical condition only 55,000 miles; £675.

1955 (model) Sunbeam Mark III saloon, in grey with red leather, equipped with overdrive and heater, one owner, 2,800 miles only, fully guaranteed; £1,150.

LEONARD WILLIAMS (DISTRIBUTORS), Ltd., Packard Buildings, 61, West Rd., Brentford, Middx. Ealing 3400. [5729]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SUNBEAM-TALBOT

GORDON CARS for good cars:

1954 S-Talbot saloon, black, radio, heater, loose covers, small mileage: £695.
 1952 S-Talbot drop head coupe, cream, host of extras: £695.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., N.W.1. Tel. 6611. [C2023]

PHENIX MOTOR CO. (SURREY), Ltd.

FOR all Rootes Group products.

1951 (Sept.) Sunbeam-Talbot coupe, black, beige, heater, loose covers, new hood: £615.
 PHENIX MOTOR CO. (SURREY), Ltd., Phenix House, High St., Sutton, Surrey. Vigilant 1121.

CLAND & TABOR, Ltd., Welwyn By-Pass, Hertis, Welwyn 481-2-3, offer:—
 1954 Sunbeam-Talbot 90 saloon, black, red leather, radio, rev. counter, many extras, one owner, as new throughout; £985, maximum h.p. terms available. [C1001]

CAMDEN MOTORS offer the following high class Sunbeam-Talbots from their stock of 500 cars.
 SUNBEAM-TALBOT 80 saloon, 1949, in grey with grey hide interior, overhauled and retired March this year. £495.

SUNBEAM-TALBOT 90 coupe, 1950, fitted heater, radio, wing mirrors, fog and pass lights, Polyvinyl hood, immaculate order. £595.

SUNBEAM-TALBOT 90 saloon, 1951, fitted radio, faultlessly maintained, spotless condition inside and out, moderate mileage: £635.

SUNBEAM-TALBOT 90 saloon, 1952, metallic bronze, red leather, heater, loose seat covers, a genuine low mileage specimen: £695.

SUNBEAM-TALBOT 4hp 4-door sports saloon, 1947, very pretty little car, in good mechanical order, fast and economical: £375.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1035]

LAMBS OF WOOD GREEN. Established 1897. Sunbeam-Talbot bargains.

£565—80 Sunbeam-Talbot special opportunity, a £565 really fast and economical sports saloon, absolutely immaculate throughout, fully equipped with an excellent set of tyres.

£585—90 Sunbeam-Talbot convertible: this car has been faultlessly maintained by original owner and both looks and runs like a brand new motor car.

LAMBS OF WOOD GREEN—100 guaranteed cars; £ exchanges, hire purchase—421-425, High Rd. Tel. Finchley 6222-3-4. (East Finchley Underground). [C2052]

1951 Sunbeam-Talbot 90 saloon, satin bronze, one owner, excellent condition: £595.

D MILLWARD & Co., Rootes Group Distributors, Dunstable Rd., Luton. [C523]

£175—4-seater 1939 tourer 10hp, good condition throughout, quick sale.—Burridge, 30, Leon Ave., Bletchley, Bucks. [C581]

£435—1948 Sunbeam-Talbot 10 saloon, guaranteed, overhauled, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010]

1938 Sunbeam-Talbot 3-litre saloon, nice order throughout, 1955; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 189, Priory Rd., Hornsey, Moutview 5228 and 5774. [C4054]

1950 Sunbeam-Talbot 90 convertible, bronze, recently overhauled: £595—Kelsey, Wickham-breaux, Canterbury. Tel. Littlebourne 217. [C5518]

1954 Sunbeam-Talbot 90 saloon, black with red upholstery, radio, heater, taxed, one owner: £475—Carris Motors, Ltd., Lewisham Bridge, S.E.13. Lee 5585. [C5613]

1939 Sunbeam-Talbot 10hp saloon, blue/blue leather, very good condition: £270.—Broomers End, Shipley, Sussex. Coolham 245, after 2 p.m. [C5845]

545 gns.—Sunbeam-Talbot 90 1951 Mark II sports saloon, Mist green, sliding head, red leather, one owner, excellent condition; terms, exchanges.—Rowland Smith, Hants. Tel. 1681. [C5453]

265 gns.—Sunbeam-Talbot 10 1940 model sports saloon, sliding head, leather, very good condition; terms, exchanges, list; open 9-5 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1952 (May) Sunbeam-Talbot Mark II saloon, bronze, red leather, heater, 16,000 miles; £685.—Gibbons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [C5453]

1952 (September) Sunbeam-Talbot 90 saloon, grey, heater, 25,000 miles, one owner: £650.—L. F. Dove, Ltd., 115, Addiscombe Rd., East Croydon, Addiscombe 3066. [C1076]

1950 (October) Sunbeam-Talbot 90 saloon, black, superb condition, any examination: £595.—Seymour & Clements, Ltd., 28, Watford Way, Hendon Central, N.W.4. Tel. Hendon 2146. [C4007]

1952 Sunbeam-Talbot convertible, black, red leather, radio, heater and extras, one enthusiastic owner, immaculate condition.—After 5 p.m. 47, Woodstock Rd., Carshalton, Surrey. Wainfleet 5715. [C3056]

GEORGE HARTWELL, Ltd., the Sunbeam-Talbot specialists, can offer comprehensive selection of guaranteed used Sunbeam-Talbot 90, Mark II, Mark IIA and Alpine from £625; exchanges; hire purchase; details, information on request.—35-41, Holdenhurst Rd., Bournemouth. Tel. Bournemouth 4161. [C2079]

Sunbeam-Talbot Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Talbot—Hampstead (Tube). N.W.1. Ham. 6041. [W4018/R]

H A. SAUNDERS, Ltd., Golders Green, require:—SUNBEAM-TALBOT cars for cash.—140-144, Golders Green Rd., N.W.11. Speedwell 0011. [W4004]

RICHARDS & CARR, Ltd., buy Sunbeam-Talbots.—35, Kinnerton St., S.W.1. Sloane 5424. [W3045]

ALMOST new Sunbeam-Talbot required immediately.—53, Streeham Hill, S.W.2. Tulse Hill 2676.

Sunbeam-Talbot Cars Wanted

R ROOTES, DISTRIBUTORS, REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate (Blackfriars 6677).

MALDSTONE.—(Maldstone 5333).

CANTERBURY.—(Canterbury 3232).

ROCHESTER.—(Chatham 2231).

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0111/R]

URGENTLY required. 1949-55 Sunbeam-Talbot saloons.—Gibbons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [C5862]

SWALLOW DORETTI

SLOCUMBER, Ltd., Willesden 4869, for cars with unique guarantee.

WE offer a one-owner 1954 Doretti, in black with red leather interior, occasional 4-seater, overdrive, tonneau cover, and special weather wear, etc., 35 mpg, very quick indeed, and surprisingly comfortable: £850, part exchange your car or motor cycle, and have the balance put on hire purchase.

SLOCUMBER, Ltd., Car Division, Willesden 4869. [C4017]

SWALLOW DORETTI, 1954, 12,000 miles from new, fitted heater, overdrive and screen splashes, coachwork bright red, interior trimmings cream, piped black: £850.—Apply, R. D. Pickering, 137, Friary Rd., Birmingham 20. [C5565]

TALBOT

TALBOT 10hp shooting brake in maroon cellulose and natural wood, new tyres, reconditioned engine, free after purchase service: £165.—Chapstow Garages, Ltd., W.11. Baywater 2949 and 6920. [C5905]

Talbot Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Talbot—Hampstead (Tube). N.W.1. Ham. 6041. [W4018/R]

Talbot Spares and Service

JOHN BLAND for spares and repairs to pre-war Talbots except 10hp—27, Southfields Rd., Wandye 1612. [0836/R]

LARGE stocks new and second-hand Talbot spares, 1929-38, included ambulance—Clare's Motor Works, 208, Knight's Hill, London, S.E.27. Gipsy Hill 0132. [0883/R]

TRIUMPH

DICKS, 1939 Triumph 14hp Dolomite coupe, grand appearance, bargain: £295.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072]

BENTALLS, Ltd., 1953 Triumph Mayflower saloon, blue, blue upholstery: £525.

KINGSTON-ON-THAMES, Kingston 1001. [C1095]

CAR MART, Ltd., 1952 Triumph Mayflower saloon, heater, green with brown leather upholstery: £485.

CAR MART, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [C1059]

KJ MOTORS, Ltd., offer:—1952 Renown, black with fawn leather, fitted overdrive, heater, H.M.V. de luxe Radmobile, 2 fog lamps, a one-owner, low-mileage car, taxed year: £625.

1951 Renown, green with fawn leather, and fitted overdrive, heater, H.M.V. de luxe Radmobile, a one-owner car, taxed year, supplied and delivered by us throughout: £565.

WYDMORE RD., Bromley, Rav. 3456. [C5768]

B. J. HUNTER, Ltd., offer:—1950 Triumph 2000 saloon, fitted radio, heater, unmarked: £525.

1949 Triumph 2000 coupe, fitted special hard top: £495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

TANKARD & SMITH (Duff Morgan), Ltd., 1938 Triumph Dolomite, perfect condition: £195.

PART exchange, h.p., A.A. inspection.

OLD INN GARAGE, 15, Flood St., Chelsea, S.W.3. Fla. 8494. [C5902]

HENDON CENTRAL GARAGE, Ltd., offer:—1953 Triumph Mayflower saloon, in grey, fitted heater, taxed year, 12,500 miles only, an exceptional motor car: £565.

1951 Triumph Mayflower saloon, in excellent order throughout: £475.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034]

H. A. SAUNDERS, Ltd., Golders Green, offer:—1952 (July) Triumph Mayflower 10hp saloon, 1½-litre, blue/blue hide, one owner, unblemished, highly recommended: £470.

140 Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004]

WESSEX MOTORS, St. Cross Rd., Winchester, offer:—1949 (May) 2000 Roadster, speedo 31,000, works engine fitted 130 miles also, finished in grey with red leather.—Tel. Mr. Hurst at Winchester 5555. Part of the Henly Organisation. [C4097]

TRIUMPH 1938 16hp d/h, fast: £245.—Kent Cars, Purley Way, Croydon 6225. [C5799]

TRIUMPH

LAMBS OF WOOD GREEN, established 1897, Triumph bargains.

£725—Late 1953 Triumph Renown saloon, literally runs and looks like new motor car, fully maintained, careful chauffeur, original condition, below.

£525—Very attractive 1950 Triumph Renown full de luxe saloon in leather, fitted with heater and many extras, excellent tyres; below.

£505—1949 Triumph 2,000 Roadster, specimen condition, excellent (tyres and many extras, thoroughly recommended vehicle; below.

£460—1949 Triumph Renown, in very nice order.

LAMBS OF WOOD GREEN, 100 guaranteed cars, exchanges, hire purchase, 421-425, High Rd. (East Finchley Underground). Tel. Finchley 6222-3-4. [C2052]

SLOCUMBER, Ltd., Willesden 4869, for cars with unique guarantee.

WE offer a 1,500 miles 1955 TR2, in white with blue interior, fitted extras, registered only a few weeks by us, £850; see also our advertisement under Doretti; part exchange your car or motor cycle and have the balance put on hire purchase.

SLOCUMBER, Ltd., Car Division, Willesden 4869. [C4017]

TRIUMPH 1939 Dolomite 14hp saloon: £335.—Kent Cars, Purley Way, Croydon 6225.

1952 Triumph Mayflower, one careful owner, regularly serviced by us, unmarked: £530.

1949 Triumph Roadster, quite exceptional condition: £475.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2512. [C4019]

1949 Triumph Roadster, 2000 series, maroon, excellent condition, taxed year: £485.

X L. SERVICE STATION, Kingston Vale, S.W.15. Kin. 4333. [C4060]

1949 Roadster 2-l, grey: recently overhauled: £455 quick sale.—254, London Rd., Slough, Langley 317. [C5444]

1949 Triumph Roadster 2000, a specimen, excellent: £525.—Jack Posner (Autos), 395, Hendon Way, N.W.4. Hen. 8011-2. [C3063]

1953 Triumph Mayflower saloon, 17de green, heater, taxed December, like new throughout: £515.—Kingston 7136. [C5143]

£450—1949 Triumph Roadster 2000, heater, immaculate condition.—Shortman, Woodlands Ave., Walsall, Gt. Barr 2956. [C5534]

£425—1949 Triumph 1800 Roadster 1948, recolloured, heater, metallic grey, maroon leather interior, excellent hood and tyres, extremely good order.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1045]

TRIUMPH Roadster 2000, champagne, heater, spots, recent new engine, absolutely immaculate, must sell, bargain: £440.—Shoreham 3732 evenings. [C5638]

1954 (July) Renown, 5,000 miles, radio, one owner, as new: £885.—Tolworth Motors, Ltd., Epsom, By-Pass, Tolworth, Elmbridge 2254. [C4061]

1953 Triumph Mayflower saloon, excellent condition, black, heater, taxed year: £535.—Percy D. Sleeman, Ltd., 91, Cowley Rd., Oxford 5021. [C4061]

G & M ALFRED'S (1936), Ltd.—1953 Triumph Mayflower, heater, one owner, above average: £535.—6-7, Warren St., W.1. Euston 3268. [C1005]

LATE 1954 TR2, ivory, blue hide upholstery, radio, heater, 16,000 miles: £750, o.n.p.—Central Garage (228), Ltd., Mirdfield, Yorks. Tel. Mirdfield 2281. [C5677]

1947 Triumph 1800 Roadster, in grey, blue leather, reconditioned engine, excellent condition: £425.—Hillwood Motors, Mill Hill (London) 4237. [C5588]

1950 Triumph Renown, black with beige leather, low mileage, in excellent condition: £495.—Jack Smith, 25, Bruton Place, W.1. Mayfair 0661-2. [C4042]

£545—1953 Triumph Mayflower saloon, one owner, unquestionable condition; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010]

1949 Triumph 2000 Roadster, radio, well above average condition: £470.—Kirkdale (Courts), Cobbe Corner, Sydenham, S.E.26. Sydenham 6129. [C2068]

1949 Triumph Roadster 2000, unblemished appearance throughout, outstanding performance, not a nicker Triumph on the road: £525; written guarantee; terms, exchanges; trade enquiries welcomed.

H. Finchley, N.2. Finchley 0052-3-4, anytime. [C4065]

ARCHIE SIMONS & Co., Ltd.—1953 Triumph Mayflower, black, beige leather, fitted radio and heater, 14,000 miles, in showroom condition: £565.—94, Gt. Portland St., W.1. Lan. 1343. [C4015]

1951 Triumph Renown 2,000cc saloon, heater, one owner: £475; exchanges, terms.—Palmer's, 8, Russell Gardens Mews, Kensington, W.14. Park 9794 and 5968.

1947 Triumph 1800 Roadster, in lovely condition, recent engine overhaul, written guarantee: £378.—London Cars, 592-4, Greenford Rd., Greenford, Middlesex. Wadlow 2643/4407. [C3097]

1949 (late) Triumph 2000 Roadster, black, 35,000 miles only, heater, spot lamp, wing mirrors, this beautiful car is in showroom condition and gives a sparkling performance: £495.

WANSFELDS, Ltd., Cornfield Rd., Eastbourne. Tel. M. 3003. [C5636]

J. DAVY, Ltd., offer Triumph Roadster, 2,000, recently fitted with reconditioned engine, in exceptional condition throughout.—J. Davy, Ltd., 180/184, Kensington High St., W.8. Western 9641. [C1069]

1954 TR2, black with red hood and interior, 7,000 miles, exceptional condition throughout: £770.—Weybridge Automobiles, Ltd., Queens Rd., Weybridge 233. [C4992]

1954 Triumph Renown, finished grey with red leather, one owner from new, 12,000 miles, an immaculate and beautifully kept car: £835.—Morley, 84, Streatham Hill, S.W.2. Tel. 4448. [C3016]

1954 TR2, 4,800 miles, white and red, perfect condition throughout, extras include touring covers, wing mirrors, luggage grid and supplementary silencer, an ideal touring car: £920.—Putney 0455. [C5999]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH
1952 Triumph Mayflower saloon, blue, red leather, heater, one owner, excellent condition throughout, £495; also Mayflower coupe, 2-colour, one owner, very fine condition indeed, £695.—Broadway Motors, 87, High St., Hounslow, Hou. 0175. [C3550]

ROSE & YOUNG, Ltd. offer 1954 Triumph TR2 sports, low mileage, as brand new, specially tuned engine, red, £475.—42-50, Bernhead Ave., Birmingham 20, S.W.2 (J. Maidhead Hill Station). Tube Hill 6464. [C3597]

775 gns.—Triumph TR2, September, 1954, super sports 2-seater, British racing, green, radio, heater, soundproof cover, one owner, 5,500 miles, spare unused; cost about £950; terms, exchanges.—Rowland Smith, below.

425 gns.—Triumph Renown, October, 1950, 2-door, 4-door saloon, leather, radio, heater, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below.

395 gns.—Triumph 1800 late 1947 Roadster coupe, carefully used; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6061. [C3618]

£585—1952 (Feb.) Triumph Renown 2000 saloon, grey, red leather, heater, excellent tyres, one careful owner who has covered only 31,000 miles, taxed year—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead 3451-2. [C3011]

TANKARD & SMITH, Ltd. offer 1949 Triumph Roadster, black/green leather, radio and heater, recently fitted, reconditioned engine, immaculate condition, £495, three months' written guarantee.—194-198, King's Rd., Chelsea, S.W.5. Faxman 4901. [C3025]

1954 (November, 1953) Triumph Renown saloon, black, brown leather, heater, good tyres, spare unused, mileage 17,000 believed genuine, really immaculate car, taxed, £475.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3451-2. [C3011/1]

Triumph Cars Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Triumph—Hampstead (Tube), N.W.1. Ham. 6041. [W4018/R]

B. J. HUNTER, Ltd.
FOR your immediate purchase of your Triumph TR2.

B. J. HUNTER, Ltd., 23, Cricklewood Broadway, B.N.W.2. Tel. Gladstone 6308. [W2040]

BARTLETT will pay more for good TR2 Triumphs—27, Pembridge Villas, W.11. Bas. 0533. [W1013]

ALMOST new Triumph required immediately—54, Birmingham Hill, S.W.2. Tube Hill 8078. [W3016]

ARLSTON MOTOR CO., Ltd. for your Triumph—M.Tel. St. 8000—Seven Sisters Rd., Tottenham, N.15. [0182/R]

Triumph Spares and Service
TRIUMPH distributors, or spares service and repairs.

T. L. Lankaster Engineering Co., Ltd., 39-43, Egan St., Kingston-on-Thames, Kingston 5151-6. [0918/R]

BASIL ROY, Ltd. Triumph Spares Stockists, pre-war models—161, Great Portland St., London, W.1. Ian. 7735. [0143/R]

LARGE stockists of Triumph spares and replacement units—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 28439. [0302/R]

TRIUMPH spares for all post-war models; largest provincial stockists—Hollingsdale Automobile Co., Ltd., Stockport (Tel. 4464), and Prince's Drive, Solihull (Tel. 5322). [0355/R]

UTILITY CARS

DICKS.
1947 Alvis 14hp utility, most useful 4-door body, highly recommended; £375.

1948 Standard 14hp utility, maker's body, 4 doors plus rear opening door, fitted hydraulic brakes; £395.

DICKS CAR SALES, Ltd. 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072]

COACHCRAFT offer—

£195—1937/8 Rover 10 estate brake, works replacement engine has been fitted, most attractive vehicle in very superior condition throughout, very spacious body, full history available; terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham, Tel. 6539. [C1053]

METROPOLITAN MOTORS.
HILLMAN, Humber, Bumblebee, Commer.

BEDFORD Utilabus, first registered November, 1953, 11,000 miles, colour ice blue, fitted roof lining, roof ventilator, two interior lights, heater, fire extinguisher, windscreen spray; £350.

COMMER utility, first registered October, 1951, very useful and attractive vehicle with proper fold-away seats and armrests in rear, fitted heater; £375.—Metropolitan Motors, Horn Lane, Acton, W.3. Acton 5064. [C3086]

ROWLAND SMITH'S for Utility Cars.

365 gns.—Austin 18 1948 4-door 5-seater shooting brake, natural timber, brown leather, heater, fold-down rear seating, drop tailboard, excellent condition, below.

295 gns.—Ford 8 utility, 1953, removable rear seating, side windows, rear entrance, one owner, small mileage, below.

295 gns.—Land-Rover, 1950, Perspex side screens, excellent condition, below.

195 gns.—Jowett Bradford, November, 1950, utility, removable rear seating, glass all round, rear entrance, carefully used, below.

125 gns.—Jowett (Whip) Registered 1951 utility, detachable body, bench seat, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [C3016]

1951 Austin Countryman 400; £465.

ERIC HAYES, Ltd. 13, Bishop's Bridge Rd., Paddington, W.2. Paddington 0289. [C2033]

UTILITY CARS

CHIPSTEAD MOTORS, Ltd. offer:—
SHOOTING Brake (Sept.) 1955, beautiful condition 3 doors, Perspex roof, etc.; £395.

CHIPSTEAD MOTORS, Ltd. 197, Fulham Rd., Kensington, London, S.W.3. Faxman 0052/7253/7154. [C1046]

LAMBS OF WOOD GREEN, established 1897.
£315—1952 4-seater 4hp utility Jowett Bradford, very attractive condition, absolute bargain price, excellent runner.—Lambs of Wood Green, 100 guaranteed cars, exchanges, hire purchase, 421, 423, High Rd. (East Finchley Underground), Tel. Finchley 6222-3-4. [C2062]

£325—Ford 8 1951 Martin Walter convertible utility, superb condition; many other cars.

BENMOTORS, Ltd. Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 pds. Holland Park Tube.) Exchanges, h.p. [C1017]

BEDFORD Kenex: several extras, 14,000 miles; £575.—Jennens Bros., Sutton Coldfield 2264. [5178]

1949 Lea-Francis utility, £415 o.n.o.—Leves, 27, Ladbroke Walk, W.11. Park 3696. [5145]

CAMDEN MOTORS offer the following selection of cars and utilities from their stock of 500 vehicles:—

LEA-FRANCIS estate car, 1949, ultra smart 4-door hardwood body with drop top, tailboard at rear, flush folding rear seats, immaculate golden bronze finish, a genuine one-owner vehicle in exceptional order throughout; £445.

HILLMAN 1800 4-door utility, new type model, lift-up bonnet, 1946 registration, hardwood body, quite a nice little vehicle in satisfactory mechanical order; £125.

HILLMAN Phase VII Minx estate car, 1954, a very low mileage specimen, condition virtually as new throughout, one elderly owner; £695.

FORD V8 station wagon, 30hp engine, natural hardwood body, sound mechanical order; £145.

FORD V8 shooting brake, modern looking Canadian right-hand drive model, 1946 registration, natural hardwood 4-door body, steering column gears, bench-type seats, a desirable vehicle; £215.

STANDARD Vanguard utility 1950, glass all round, very smart pastel blue finish, leather upholstery, excellent value, at £395.

STANDARD Vanguard 4-door estate car, 1952 S model, full de luxe series with leather upholstery and built-in heater, immaculate metallic finish, carefully used for private motoring only; £465.

AUSTIN Hereford estate car 1953 Countryman, 4-door body, very low mileage specimen, in unblemished condition, heater, Ace Rimbellah; £745.

AUSTIN A70 Hereford estate car 1952, similar 4-door model to above with identical features, reasonably moderate total mileage, spick and span condition; £645.

AUSTIN A40 Countryman estate car 1950, in excellent mechanical order, bills available for servicing by local Austin agents; £645.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for special utility catalogue. Showrooms open until 8 p.m. [C1035]

1951 Vanguard utility, guaranteed; £365; Payment—Oldfield, 366, Kensington 11th St. W.14. Wes. 6631. [C3029]

CASS'S MOTOR MART—Austin A40 Countryman estates from £475; written guarantee—5, Warren St., W.1. Euston 4110. [C1040]

FORD 6hp shooting brakes, 1953/1947, large selection; from £175.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [C3032]

1951 Austin A40 Countryman estate car, green, excellent condition, heater, £465.—Leves, 27, Ladbroke Walk, W.11. Park 3696. [4612]

1954 (July) Morris Dormobile, 6,600 miles, one owner, luggage rack; £640, terms, exchanges.—T. & F., 10, Winchester Mews, N.W.3. Pri. 6159. [C1400]

BUNTINGS MOTOR EXCHANGE for Utility cars, all makes, Bradford specialists, list on request.—Bonnersfield Lane, Harrow, Tel. 6225-6. [0631/R]

1953 Phase II Vanguard estate car, light green, as new throughout; £745; 5 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd. 169, Priory Rd., Hornsey, Mountview 5328 and 5774. [C4054]

1954 (Feb.) Hillman estate, beige, heater, one owner, good condition, taxed; £675.—Brew Brothers, Ltd., 135, Old Brompton Rd., S.W.7. Freemantle 3335. [C1083]

BEDFORD Dormobiles by Martin Walter, A few low-mileage models in stock.—Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3018]

1938 Packard 30hp 8-seater, 4-door utility with wooden coachbuilt body, new tyres, heater, beautiful condition throughout; £295; consider part-exchange.—14, Bulkington Ave. Worthing 1639. [C4027]

1948 Riley 14-1/2 litre shooting brake, a wooden coachbuilt body in really splendid style, 4-door, folding rear seat, all leather upholstery, recently revarnished; £495.

1949 Jowett Bradford de luxe utility, recent overhaul to engine and excellent body condition; £250.

FERRARIS OF CRICKLEWOOD, Ltd. 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C3006]

BUICK station wagon, coachbuilt body, resprayed, £250 spent last 18 months, complete mechanical overhaul, a real beauty to see it to buy; £275 o.n.o.—Clintonscales, Great Bardfield, Essex. Tel. 235. [5688]

1953 (September) Bedford Martin Walter Dormobile, one owner, 15,000 miles, very carefully used; £595.—Broadway Motors, 67, High St., Hounslow, Hou. 0175. [5354]

1955 Dormobile utility, quite new condition, also 1933 Relia-Road 23 utility, exceptional and 1955 Hillman Minx estate car, radio, etc.; £760; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4963. [C1010]

UTILITY CARS

19000 miles, Standard Vanguard estate car, grey, blue leather, heater, Michelin X tyres, this car has been carefully maintained and is in immaculate condition; first registered June, 1953; £710.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3451-2. [C3011]

AZ MOTORS for utility bargains.—1950 Bedford 1948 Martin Walter 7/8-seater, one owner, £350! 1948 Hillman estate car, really beautiful condition, £345! Chrysler (registered 1946) 4-door, tremendous bargain, £125!—100, Palmerston Rd., N.W.6. Mal. 4723. [C1011]

TRAVELLER—1954 series Morris Oxford Traveller, 1 genuine 6,000 miles only, spare unused, one private owner, finished grey, red leather, heater, overriders, taxed December, as brand new; £750 with written guarantee.—Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3018]

Utility Cars Wanted
DORMOBILE or Volkswagen Microbus wanted.—45, Shirehall Park, N.W.4. Hendon 1648. [5673]

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Utilities—Hampstead (Tube), N.W.1. Ham. 6041. [W4018/R]

MORRIS Traveller wanted.—Motorists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [W4018]

ROY'S always good buyers of utilities.—127, Parkway, N.W.11. (nearest Tube Camden Town Station) Euston 2700 and 8894. [W3059]

WHY accept less for your estate car, utility vehicle or shooting brake when you can get its full market value from—

FERRARIS OF CRICKLEWOOD, Ltd. 200-220, Bdy. London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [W2008]

ALVIS or Lea-Francis estate car required, other makes considered.—"Greenways," 81, Alresford Rd., Winchester. [W1010]

VAUXHALL 10
£215—New engine, loose covers, very clean 1938 saloon.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011]

VAUXHALL 12
SLOCUMBS, Ltd. Willenden 4969 for cars with unique guarantee.

W are pleased to offer a 1948 Vauxhall 12 in black with brown interior, only 2 owners, and in really outstanding condition; £375.

COME along and try this quick economical trouble-free motor car.

PART exchange your car or motor cycle, and have the balance put on hire purchase.

SLOCUMBS, Ltd., Car Division, Willenden 4869. [C4017]

1948 Vauxhall 13 saloon, excellent condition, new tyres; bargain, £350.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011]

1948 (December, '47) Vauxhall 13 de luxe saloon, black, one owner since new, excellent condition throughout; £345.—Garage Service Co., Ltd. 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 8692. [C3019]

VAUXHALL 14
295 gns.—Vauxhall 14 1946 de luxe saloon, sliding head, leather, radio excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

£150—Vauxhall 14 de luxe saloon 1936, exceptional condition mechanically and bodywork, genuine 52,000 miles, reconditioned engine and radiator, 16,000 miles only, retained, rewired, new propeller shaft, running boards, etc., cost £170, carefully driven and maintained; after 7 p.m.—79, Cassiobury Drive, Watford. Watford 5572. [5684]

VAUXHALL WYVERN
H. A. SAUNDERS, Ltd. offer:

1954 Vauxhall Wyvern saloon, green/green upholstery; £725.

836—842, High Rd., N.12. Hillside 5273 (H line). [C2027]

MARCH 1954 Wyvern, grey; £640, one owner, new condition.—Lee Green 1816. [5687]

1954 Wyvern, blue, one owner, 17,000 miles, taxed to Dec, excellent condition; £630.—72, Gladstone Rd., Broadstairs. [5778]

1955 Wyvern, 1,000 miles; extras inc. heater; taxed Dec.; best offer over £750.—Garston 2443. [5625]

1951 Vauxhall Wyvern, superb order, reconditioned; £480.—Smith & Hunter, 376, Kensington High St., W.14. Tel. Western 2312. [C4018]

1950 Wyvern saloon, finished in Cresta 2 colours, most attractive car; £444!—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011]

1953 heater, screenwash, etc., a really excellent example; £575; terms and exchanges.—Oscar Moore, 204, Ballards Lane, N.5. Finchley [C315]

1954 Wyvern, black, low mileage, immaculate; £615.—Richards & Carr, Ltd., 35, Kilmerton St., S.W.1. Sloane 5424. [C3043]

1954 Wyvern; choice of 2: £635 and £685.—4 Hillington Motors, Ltd., 325-7, Long Lane, Western Ave., Hillingdon. Tel. Uxbridge 5956. [C2062]

1952 Vauxhall Wyvern, one owner, low mileage; £615; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middlex. Tel. 2960. [C2035]

1953 Wyvern saloon, one owner, 22,000 miles, taxed, unmarked, superb throughout; £645; guaranteed.—W. Wilkin, Ltd., 1, Weston Park, Kingston. Kin. 8104. [C4025]

WYVERN (Wor.) 1950, one careful owner, beautifully maintained throughout, heater, fog lamps, good tyres; £425.—Rackham, Bouvier Avenue South, Salisbury. [5839]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL WYVERN

1953 Vauxhall Wyvern saloon, express blue and blue leather, fitted heater, fog lamp, windscreen wash, low mileage, exceptional condition; £625. JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7, North 4441. (C1036)

1954 owner; £685; exchanges—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18. Bat. 2552. (C3022)

£410—1949-50 Vauxhall Wyvern saloon, excellent condition; bargain—G.P. (Baiham), Ltd., 2c, Baiham Hill, S.W.12 (100 yds. Clapham South Tube), Batt. 1107-8-9. (C3024)

PRIDE & CLARKE, Ltd.—1954 Vauxhall Wyvern, grey-red, low mileage, heater, £675; terms 15% deposit, balance over two years; exchanges; lists; guarantee—Stockwell Rd., S.W.9. Brixton 6251. (C3068)

1953 Vauxhall Wyvern, black with brown upholstery, fitted heater and fog lamp, 18,000 miles, guaranteed; terms, and exchanges; £635—Abington Motors, Ltd., Wellington Rd., Northampton 3106. (C3024)

1949 Vauxhall Wyvern, black, radio, etc. owner, low mileage, chauffeur maintained, exceptional condition; £485—Apply: Chauffeur, "Underboches," Underhill Park Rd., Reigate, Surrey. Tel. Reigate 2777. (C3045)

1952 (October) Vauxhall Wyvern saloon, metallic-chrome grey, with red interior, one owner since new, fitted heater, excellent condition throughout; £565—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 8692. (C3019)

1950 (November) Vauxhall Wyvern saloon, bronze/grey, one owner, taxed year, exceptional condition throughout; £465; terms, exchanges; Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. (C3026)

Vauxhall Wyvern Cars Wanted
A Lmost new Wyvern required immediately.—54 Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

VAUXHALL VELOX

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Hillside 6621, offers:—

1954 Vauxhall Velox, black, brown upholstery, windscreen washer, £695. (C3042)

W HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. (C3042)

H C. PAUL, Ltd.

1954 Vauxhall Velox, dark blue, mileage 8,000, exceptional condition; £695—52, Bruton Place Berkeley Sq., W.1. Mayfair 0821/2. (C3040)

H A. SAUNDERS, Ltd., offer:

1954 Vauxhall Velox saloon, blue/fawn upholstery, heater; £735. (C3027)

836—842, High Rd., N.12. Hillside 5272 (8 lines).

1949 Vauxhall Velox; £425—Below.

1950 Vauxhall Velox; £465—Below.

1953 Vauxhall Velox, choice of two, from £640; 3 months' guarantee terms and exchanges. JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. (C4054)

PETER BANTOCK CAR SALES offer:

1955 Vauxhall Velox, 3,000 miles only, black/red leather, as new; £795—104, High Rd., Chiswick 2725/5670. (C1014)

HENDON CENTRAL GARAGE, Ltd., offer:

1952 Vauxhall Velox, in perfect condition throughout, specimen motor car; £595—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5.

SIMPSON MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:

1951 Vauxhall Velox, one owner; £395—355, High Rd., Wembley, Middx. Tel. Wembley 4422. (C4015)

£465—Vauxhall Velox, 1950, beautifully kept; choice 3; many other cars.

BENMOTORS, Ltd., Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. (C1017)

1952 Vauxhall Velox saloon, black, grey upholstery, heater, genuine one-owner car; £595. (C3027)

1954 Vauxhall Velox saloon, blue, 2-tone upholstery, 9,000 miles, one fastidious owner; £695. G. S. HALL, Ltd., 302, King St., Hammer Smith, W.6. Riverside 3881. (C3030)

1954 Velox, grey, radio, heater, windscreen washer, 11,000 miles; £715—Larkwood (London) 8677 and 2705. (C3040)

1955 Vauxhall Velox, grey/grey and red, registered May 20, mileage under 1,000.—Offers to Edwards, 4 Grove Rd., Weston-super-Mare, Tel. 4044. (C3024)

VAUXHALL Velox, first registered December 1950, radio, heater, fitted covers, good condition; £425. Tel. Pinner 9226. (C3019)

1952 Vauxhall Velox saloon, grey, radio, heater, perfect condition; £595—Hale Motors, Ltd., Tel. 7771 (4 lines). (C3027)

1953 (October) Velox saloon, blue, grey interior, tartan seat covers, excellent condition; £645—Robbins, East Putney. Tel. 7881. (C3010)

1950 Vauxhall Velox saloon, black; £425—Montrose Motors (N. H. Boswell), 91/95, Epping New Rd., Buckhurst Hill, Essex. Tel. 1171-2. (C3088)

1949 Vauxhall Velox saloon, blue, heater, link main, etc., bodywork completely unmarked, superb example; £445—Broadway Motors, 87, High St., Hounslow, Hou. 0175. (C3099)

VAUXHALL VELOX

1954 Vauxhall Velox, heater, 11,000 miles; £695.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 3721. (C3006)

VAUXHALL Velox, 1954, mileage 13,000, radio, heater, green leather; £710—Ferrington & Clever, 507, Walsall Rd., Birmingham. Birchside 4654. (C3019)

1954 Vauxhall Velox saloon, black, fitted heater, really exceptional condition throughout; £425—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 8692. (C3019)

1953 (June), green, radio, heater, wing mirrors, foglamp, electric clock, cigarette lighter, loose covers, 15,715 miles; £675—Campbell Symonds, Wembley 6282. (C1097)

1953 Velox, grey, low mileage, radio, heater, loose covers, and other extras, perfect specimen, written guarantee; £648—London Cars, 592-6, Greenford Rd., Greenford, Middlesex. Waxlow 2643/4407. (C3057)

1950 Vauxhall Velox, bluish grey with red leather, fitted heater and radio, in delightful condition throughout; £495; cash or h.p.—Coles Garages, Ltd., 42, Worples Rd., S.W.19. Wimbledon 0195. (C1054)

575 gns.—Vauxhall Velox 1953 saloon, metallic-chrome green, heater, screen washers, one owner, excellent condition; terms, exchanges; lists; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

1600 miles only; 1954 Vauxhall Velox saloon, heater, extra £765—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. (C1027)

PRIDE & CLARKE, Ltd.—1954 Vauxhall Velox, black/brown, blue, £759, low mileage, heater; choice two from £669; 1953, black/velvet, green/green, heater, choice two, from £599; terms, 15% deposit, balance over two years; exchanges; lists; guarantee; Stockwell Rd., S.W.9. Brixton 6251. (C3068)

Vauxhall Velox Cars Wanted
A Lmost new Velox required immediately.—54 Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

VAUXHALL 25

L IMOUSINE, 1937 Grosvenor, 3 abreast occasional, original owner, wonderful chassis, excellent throughout; £995—Victoria Garage, Edgware Rd., Cricklewood, Gladstone 3029. (C1103)

VAUXHALL CRESTA
Cresta, negligible mileage, sale owing to unforeseen circumstances.—Tel. Luton 4212. (C3018)

1955 Vauxhall Cresta saloon, grey/ivory, quite new; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. (C1010)

VAUXHALL MISCELLANEOUS
SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at 4-6, Berkeley Sq., W.1. Grosvenor 4328. (C0018/R)

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines) Vauxhall main dealers.

1953 Vauxhall Wyvern, blue, blue interior, radio and heater, condition excellent; £655. (C3027)

1953 Vauxhall Velox, beige, beige interior, radio, heater, spot and reversing lights, one owner; £645. (C3027)

1952 Vauxhall Velox, black, seat covers, heater, spotlight; £595. (C3027)

A LWAYS a good selection of used Vauxhalls in a stock; H.M.L. will purchase for cash all Vauxhall cars including latest models. (C3032)

VAUXHALL and other makes of used cars in good condition; let us know your requirements. Tel. Oxbridge 6432-5.—Gregory's of Oxbridge. (C0039/R)

G RAMHAM BROTHERS (MOTORS), Ltd., main Vauxhall dealers, 7-15, Peter St., Manchester 2, for "quality-tested" used cars; depots at Ashton (Ashton 1417), Didsbury (Didsbury 3446), Manchester (Blackfriars 9887), Stretdorf (Traford 3311), Wilmslow (Wilmslow 4932). (C0283/R)

Vauxhall Miscellaneous Cars Wanted
R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Vauxhalls—Hampstead (Tube), N.W.3. Ham. 5641. (W4018/R)

SHAW & KILBURN, Vauxhall main dealers.
WILL purchase modern Vauxhall cars. 4-6, Berkeley Sq., W.1. Grosvenor 4328. (C0018/R)

G N. Ltd. (Vauxhall Main Dealers).
H AVE you a post-war Vauxhall for sale? Contact G.N. Ltd., 278, Baiham High Rd., S.W.17. Tel. Baiham 1035. (C0018/R)

PRIVATELY owned Vauxhall 10 or 12—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. (W2037)

VAUXHALL cars, post-war models, urgently required. —Golly's Garage, Ltd., Earls Court Rd., S.W.5. Fremantle 5573. (C4079/R)

URGENTLY required, post- and pre-war Vauxhalls: cash immediately—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. (W2032/R)

Vauxhall Spares and Service
R ECONDITIONED and boxed suspension units in stock; old units accepted in part exchanges; also most other parts for all models DX, H, J, JCV, Velox and Wyvern, enquiries invited.—Irianon, Aerodrome Rd., N.W.4. Hendon 7605-6. (C5005)

Vauxhall Spares and Service

C ROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuild Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged up to 50% manufacturers' list price; radiator exchange service and all other repairs to your Vauxhall or Bedford at—BEDFORD House, 390-398, London Rd., Croydon. Tel. Thornton Heath 5276 (14 lines). (C0305/R)

VETERAN CARS
W ELHAMS, Surbiton Hill Rd., Surbiton, Elmbridge 1873, buy and sell pre-1915 cars, all types. (C4070)

VOLKSWAGEN
C OLBORNE GARAGE, Ltd., Ripley, Surrey.

THE Volkswagen Centre.

THE original U.K. specialists and leading distributors insist on our genuine spares and specialised service, coachbuilding, cellulising; new, used and re-conditioned cars available.—Tel. Ripley 5281. (C0373/R)

H C. PAUL, Ltd.

1954 Volkswagen de luxe saloon, mileage 7,000, exceptional condition; £1,000—52, Bruton Place, Berkeley Square, W.1. Mayfair 0821-2. (C3040)

C OLBORNE GARAGE, Ltd.,
VOLKSWAGEN centre, offer the following:

1954 15cwt delivery van, Volkswagen; £535.
1954 Microbus, de luxe, sunroof immaculate; £1,075—Ripley, Surrey. Tel. Ripley 5281. (C5099)

BRADSTOCK MOTORS, Ltd., offer:
1954 Volkswagen de luxe saloon, usual extras; £645—Chase Rd., Epsom 5696-7. (C1090)

E LM AUTOMOBILES, the Volkswagen enthusiasts, offer:—(Sept.) Volkswagen de luxe saloon, Sahara beige, 7,000 miles only since new, one owner, fitted radio, usual extras, extremely attractive, as new; £665. (C3041)

1954 Volkswagen de luxe saloon, 10,000 miles only since new, ultra maroon, usual extras, twin exhausts, perfect order throughout; £650—Elm Autosales, 66, Harfield Rd., Wimbledon, S.W.19. Cherrywood 1615. (C2067)

PERFORMANCE CARS, official Volkswagen agents.—New and used models in stock.—Great West Rd., Brentford, Middlesex, Ealing 8641. (C3041)

V & F MONACO MOTORS, the only Volkswagen specialists in London; we concentrate exclusively on the Volkswagen and handle no other make.—Below.

V & F MONACO MOTORS.—1954 de luxe sun roof saloon, 1,192cc, beige, Motorola radio; £700. MONACO MOTORS.—1954 de luxe saloon, 1,192cc, bronze, £650.

V & F MONACO MOTORS.—1954 de luxe saloon, 1,192cc, green, screen washers; £640. MONACO MOTORS.—Official Volkswagen Agents, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Fremantle 4414. (C042/R)

VW sports cars, new, second-hand, or you can have your own converted; cruise at 80 mph while doing 35 mpg; only suppliers.—West Essex Engineering Co., Ltd., Abridge, Thebyron Bole 2077. (C014/R)

Vauxhall Cars Wanted
THE Volkswagen Centre require good Volkswagen cars, all years and models.

C OLBORNE GARAGE, Ltd., Ripley Surrey Tel. 2361. (C0980/R)

R ICHARDS & CARR, Ltd., buy Volkswagen.—35, Kinnerton St., S.W.1. Sloane 5424. (W2043)

VOLKSWAGEN saloon or Microbus urgently required.—Riverside 2881. (C3076)

PRIVATELY owned Volkswagen.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. (W2037)

BRADSTOCK MOTORS, Ltd., Volkswagen agents. require good used Volkswagen urgently.—Chase Rd., Epsom 5696-7. (W1090)

V & F MONACO MOTORS.—The Volkswagen buyers, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Fremantle 4414. (C0300/R)

Volkswagen Spares and Service
C OLBORNE GARAGE Ltd., Ripley, Surrey.

G ENUINE Volkswagen spares: 24-hour postal service; technical service available.—Tel. Ripley 2561. (C0980/R)

PRIDE & CLARKE, Ltd.—"By return" Volkswagen spares service.—Stockwell Rd., S.W.9. Brixton 6251. (C3068/R)

R EPAIRS (Supervision, Mr. Tarrant, Diploma V.W. Works); seat covers, £5; parts, cars bought, sold.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Pri. 2647. (C3027)

M OONS MOTORS, Ltd., at their Davies Street (Mayfair 2561) and Dorset House (Weilbeck 7980) branches have factory trained mechanics and offer you full service with repairs and parts facilities. (C0855/R)

V & F MONACO MOTORS.—Volkswagen spares, service, repairs, reconditioned engines, insurance repairs, conversions to R.H.D.; all Volkswagen accessories stocked.

V & F MONACO MOTORS.—The Volkswagen specialists.—6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Fremantle 4414. (C0293/R)

WOLSELEY
H C
£119 11—Wolseley Wasp 1936 5hp 4-door saloon, a beautifully maintained economical car, bags of go! Excellent battery, tyres; £40 deposit, balance 10 months.—Hampstead Cars, 176, Finchley Rd., N.W.3. Hampstead 9221, 9 a.m. to 7 p.m. (C2091)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

WOLSELEY

CAR MART, Ltd.

1953 Wolseley 6/80 saloon, heater, grey with grey upholstery; £595.
CAR MART, Ltd., 163, Bromley Rd., Catford, S.E.6.
 Hither Green 1001. (C1039)

H. BEART & Co., Ltd., offer:—

1955 model Wolseley 4/44 saloon, genuine 7,000 miles; £795.
1950 (November) Wolseley 6/80 saloon, one owner, carefully maintained, outstanding value at £445.

1953 Wolseley 4/50 saloon, fitted radio, genuine 15,000 miles, like new throughout; £650.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3548. (C1061)

CHIPSTEAD MOTORS, Ltd., offer:—

£165—14hp (July) 1938, excellent condition, black, blue.
£365—14hp 1946/7, rebored, unscratched, black.

C CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Plaxman 0562-7253-7154. (C1046)

WARWICK WRIGHT, Ltd., offer:—

1953 (October) Wolseley 4/44 saloon, green with green upholstery, fitted heater, 12,000 miles; £755.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045)

GUY SALMON AUTOMOBILES offer:—

1948 Wolseley 8hp saloon, one owner, ideal small family 4-door saloon, immaculate condition; £395.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

MEBES & MEBES, Ltd. (Est. 1893) offer:—

1950 Wolseley Four-Fifty de luxe saloon, black, brown upholstery, heater, spotlight, one owner, excellent condition; £485.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. (C5012)

SIMPSON MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1947 Wolseley 8 saloon, black; £555; 1946 Wolseley 14, £345; 1950 Wolseley 14, £145; 1957 Wolseley 15, £135—355, High Rd., Wembley, Middx. Tel. Wembley 4822. (C4015)

WOLSELEY 81, 1937, excellent condition all round; £175 o.n.o.—Che. 2664, eveninox. (C3636)

L. AMES OF WOOD GREEN, established 1897, Wolseley bargains.

£465—1949-50 Wolseley 6/80, one owner since new, whole car in impeccable condition, looks and runs like a 1953 vehicle.—Below.
£265—1939 Wolseley 12 full de luxe saloon, large roomy, economical car.—Below.
£222—1938 Wolseley 14 sunshade roof saloon, immaculate condition. 100 guaranteed cars, ex-changes, hire purchase, 421-423, High Rd., Finchley, Tel. Finchley 6222-3-4. (East Finchley Underground). (C2052)

BEARDS OF KINGSTON.—Wolseley distributors.

Sales, spares and repairs.—102, London Rd., Kingston, Tel. 3548. (C1063/R)

1952 Wolseley 6/80, one owner, black leather, heater, 17,000 miles, excellent condition; £555.—Below.
1953 Wolseley 6/80 saloon, one owner, black with brown leather, heater, 30,000, but looks a great deal less, an immaculate car; £655; written guarantee, terms, exchanges, trade enquiries welcomed.
ARNOLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2, Finchley 0052-3-4 anytime. (C4065)

£185—1938 Wolseley 14 de luxe saloon, excellent condition; terms.—Autosnips, 5, Balham High Rd., Balham 1509. (C1009)

WOLSELEY 6/80 saloon 1953, grey, low mileage, fully guaranteed; £640.—C. W. Norman & Co., 50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. (C5753)

£165—Wolseley 25 1956, one owner, original and specimen condition throughout, taxed year, new Dunlops.—Emberbrook 5722. (5875)

WOLSELEY

WOLSELEY 14, 1937, well-kept family car, excellent condition, good tyres; £165 offers?—Coomes mill 1039. (5916)

1952 (May) Wolseley 6/80 saloon, fawn, one owner, radio and heater; £520.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. (C4067)

1953 Wolseley 4/44, black, very clean, licensed; £685.—F. L. Cranmore, Ltd. Tel. 2040 Potters Bar. (C1063)

BARGAIN of the year!—1948 series Wolseley 18hp saloon, sound throughout; £260!!!—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. (C1011)

1951 (October) Wolseley 6/80, heater, one owner, bargain for quick sale; £395.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Sloane 5424. (C3045)

1954 Wolseley 4/44 saloon, one owner, small mileage; £745.—Lea Grice Elms, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. (C2055)

1939 Wolseley 14 saloon, black, brown leather upholstery, good all-round condition, taxed; £235.—W. H. Mealing, 99, Richardson St., Wycombe 3160. (5740)

1954 (Sept.) Wolseley 4/44, 2,000 miles only, extra, indistinguishable from new; £810.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgrave 3721. (C3006)

1950 Wolseley 4/50, grey/brown, radio, heater; £2475; exchanges; Naylor & Root, Ltd., 25, East Hill, Wadsworth, S.W.16 (few minutes Clapham Junction). Batt. 2252. (C3022)

1954 Wolseley 6/80 saloon, genuine one-owner car, kept in splendid condition, includes heater and leather upholstery, fitted radio, windscreen wash, in perfect condition; £675.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. (C2008)

JACK ROGIE, Ltd. offer 1953 Wolseley 680 saloon, guaranteed 9,000 miles, in black with brown upholstery, almost as new throughout; £685.—Stafford Rd., Wallington, Surrey. Wallington 6677/Burgh Heath 2376. (C3056)

1952 Wolseley 6/80 saloon, black with brown interior, twin fog lamps, one owner, a genuine and well maintained car; £595.—Henlys, Henlys Corner, North Circular Rd., N.W.11. Finchley 0081. (5770)

695—Wolseley 6/80 1954 saloon, black, red leather, heater, twin fog lights, Regency loose covers, one careful owner, 9,500 miles, practically new, cost £950; terms, exchanges.—Rowland Smith.—Below.
325—Wolseley 12 (December) 1947 saloon, sliding door, good tyres, excellent condition; terms, exchanges.—Rowland Smith.—Below.
325—Wolseley 8 1948 de luxe saloon, sliding head, leather heater, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

1938 Wolseley 14 saloon de luxe, resprayed and in first-class order, £165, or £255, balance 15 months; exchanges, insurance.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. (C4071)

WOLSELEY 25hp Series 3 D.H.C. 1938, recently overhauled and repainted, and new hood, really smart and attractive car; price £225.—Wm. Price & Sons, Ltd., Central Garage, King St., Nethersea, Dudley, Worcs. Dud. 2619. (5516)

Wolseley 4/50 Saloon Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Wolseley 4/50.—Hampstead (Tube). N.W.3. Ham. 6041. (W4018/R)

Wolseley Cars Wanted
R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Wolseley.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

PRIVATELY owned Wolseley—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. (W2037)

Wolseley Cars Wanted

ALMOST new Wolseley required immediately.—54, Streatham Hill, S.W.1. Tulse Hill 2676. (W3018)

XXX Excellent cash prices paid for good Wolseley cars.—H. F. Edwards, 78-80, Upper High St., Epsom, Surrey. Tel. Epsom 8400. (W2001)

Wolseley Spares and Service

W. JACOBS & SON.
WE specialize in spares and repairs of all models of Wolseley cars.

W. JACOBS & SON. Mill Garage, Chigwell Rd., South Woodford, E.14. Wanstead 785-4. (0448)

WOLSELEY spares and repairs.—Ramsay Motors, Ltd., 242-248, High St., Barnet 3240. (0707/R)

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3. (Plaxman 8181), for Wolseley service; complete overhauls, coachwork and reconditioned engines.

R. HARDY & SON, 55, Marylebone High St., W.1. Experienced for nearly a century; complete overhauls and coachwork our speciality, exchange engine units; spares and accessories.—Wel. 1101. (0317/R)

MISCELLANEOUS CARS

RAYMOND WAY.
RAYMOND WAY, the hire purchase specialists, 300 cars available mostly under £400; 6 months' written guarantee on post-war cars, 3 months on pre-war cars.

WE quote the most competitive prices obtainable because of our huge turnover. Every vehicle is plainly marked with price and year. Unqualified hire purchase terms from one-fifth deposit, balance 34 months. We are exchange specialists and we willingly take your car, 3-wheeler, motor cycle or van. Hire purchase payments insured against unemployment or illness if required. Open to 8 p.m. six days a week.—Raymond Way, Kilburn, N.W.6. Maida Vale 6044. (0629/R)

TRAYNOR MOTORS offer:—
SEPTEMBER, 1953. Vauxhall Velox, £645; 1953 Zephyr saloon, radio, heater, £595; 1952 Vanguard, £545; 1952 Minor saloon, £485; 1950 Wolseley 4, £485; all genuine one-owner cars; 30 others.—133-135, High St. South East Ham. Grangewood 2530/534. (C4032)

ROBBINS, 96, Upper Richmond Rd., Putney, always sell good cars; send for list; established 34 years. (C3010/R)

1954 Daimler Conquest Century, chauffeur driven, one owner, 5,400 miles, fitted H.M.V. radio, any trial; £1,375. (C4032)

1953 lined body, any trial; £465.
WRITE or 'phone: Nortons (Cardiff), Ltd., Penarth Rd., Cardiff. Tel. 23505/8. (5910)

LARMA-CAR, single-seater runabout, 24hp, practically new, suit enthusiasts, offers wanted.—6, Heathside Rd., Norwich. (3809)

Miscellaneous Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices.—Hampstead (Tube). N.W.3. Ham. 6041. (W4018/R)

CASH for cars.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. (0284/R)

IF you wish to sell your car for cash write, 'phone or call.
GEORGE NEWMAN & Co., 369, Euston Rd., London. N.W.1. Euston 4466. (W2028/R)

GOOD used cars wanted, any make or h.p.; immediate cash.—Traynor Motors of East Ham, Grangewood 2530. (W4032)

AMBULANCES
AMBULANCES, new and used, large selection from £100 to £500.—Lawton Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. (M2022)

MOBILE CANTENES, KITCHENS, ETC.
MOBILE shops, canteens, kiosks, vehicles and trailers, new and used, large selection.—Lawton Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. (M2022)

MOTOR HEARSES
HEARSES, HEARSES, HEARSES—Alpe & Saunders (Coachbuilders), Ltd., Station Approach, New Gdn., Richmond 1161.

WE build hearses on any chassis; brochures available; 2 second-hand hearses in stock, from £200.

This section closes for press at 12 noon on Fridays

COMMERCIAL VEHICLES

COACHCRAFT offer:—

£275—1954 Ford Scvt van, 10,000 miles only, un-lubricated, almost a 1955 available, 3 months' mechanical guarantee, terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. (C1063)

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam, Commer.

1953 Morris Scvt van (series E type), new battery, 2 new remoulds, painted in any one colour of choice; £265.—Metropolitan Motors, Horn Lane, Acton, W.3. Acton 5064. (C3906)

1949 Ford 10cwt van, in primer; £190.
ERIC HAYES, Ltd., 13, Bishops Bridge Rd., W.2. Ambassador 8266. (C2033)

H. A. SAUNDERS, Ltd., Golders Green, offer:—
1955 Austin A40 10-cwt. delivery van, limited number of orders now acceptable from proven essential users for delivery ahead; £476/18/6. Demonstrations easy terms, brochures, application forms on request from:—

140—144, Golders Green Road, Golders Green, W.11. Speedwell 0011 (ten lines). (C3604)

New Thames 10cwt vans—Arthur R. Gould, Ltd., 250-3, Regent St., W.1. Langham 1594-5. (0102/R)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—
1947 Ford 8 van, choice of 3; £795—355, High Rd., Wembley, Middx. Tel. Wembley 4422.

VOLKSWAGEN Kombi and pick-up for immediate delivery.—Humphries (Oxford), Ltd. Tel. 2715. (5331)

FORD 10cwt van; Austin A40 pick-up; both finished in primer.—Bry Brothers Ltd., 135, Old Brompton Rd., S.W.7. Free ample 3333. (N1083)

1954 Ford Scvt van, green/black, 7,000 miles, as new; £395.—Cavendish Motors, Cavendish Rd., Kilburn, N.W.5. Willeaden 0046-7. (5885)

G & M ALFRED'S (1936), Ltd.—1950 Austin A40 Mon.—6-7, Warren St., W.1. Euston 3266. (C4005)

BUNTINGS MOTOR EXCHANGE for light commercial, all makes; Bradford specialists; list on request.—Bonnersfield Lane, Marrow. Tel. 6225-6. (0294/R)

1952 Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. (C2022)

1946 Jowett Bradford 8/10cwt van, regularly maintained; £125, or £50 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6480. (C1024)

1954 Morris Minor 4 ton van, guaranteed condition, £395; also 1953 Fordson 10cwt van, £325; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4985. (C1010)

1949 (September) Bedford 12cwt van, practically as new, one owner, nominal mileage; £225; terms.—Beardmore, 26, Queenway, W.2. Mayfair 0156. (C1025)

1953 Bradford van, supplied and serviced by us as Jowett agents, in new condition, no writing, guaranteed; £270.—O. W. Wilkin, Ltd., Lion Gate, Hampton Court, Middlesex. Mol. 6109. (C4053)

VOLKSWAGEN Kombi, first reg. Dec., '54, 3,000 miles only, extra inc. inside trim. Underseal, etc.; accept £800; terms; exchanges.—Humphries (Oxford), Ltd. Tel. 2719. (5332)

VOLKSWAGEN van (private), July, 1954, 6,500 miles, as new, double doors each side, 10ft roof rack, underseal; £395.—O. Holton, Grosvenor House, Twickenham. Popsuegrove 5358. (5565)

Commercial Vehicles Wanted
FORD Thames Scvt van required, 1955, cash deal.—81, Alresford Rd., Winchester. (W1010)

ROY'S always good buyers of vans and utilities.—187, Parkway, N.W.1 (near Tube Camden Town Station). Euston 2700 and 8894. (W3059)

NEW & USED CARAVANS, TRAILERS, ETC.

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LONDON CARAVAN Co., Ltd., one of the world's largest and oldest established distributors and agents for the leading makes of National Caravan Council approved caravans: R.A.C. approved sites at Elstree and Birchington-on-Sea. If you cannot call, please write or phone for full information now to our head office at Barnet By-Pass, Elstree (N165 and 1564), or Court Mount, Canterbury Rd., Birchington-on-Sea, Thanet 4157. (0594/R)

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WINSMORE Wizard, 4-birth, not used, cost £600; accept £375.—Lawton Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. (M2022)

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UNUSED, specially constructed, as-new 2-birth, double compartment holiday caravan, fully equipped kitchenette, calor gas, Vitalform mattresses, compensated brakes, 4-point jacking, etc.; 10ft x 5ft x 6ft interior height; price £195.—Andrews, 22, Bavant Rd., B'ton, 6 (Brighton 523555). (5560)

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GOOD class caravans for hire, attractive site, Orcombe Point, Exmouth April-September. **A**LSO mobile fleet, lightweight 4 births, proprietary makes; save the long tow to Devon. **M**ARTINS CARAVAN Co., Ltd., Countess Weir. (5909)

MODERN touring caravan fleet, 2 to 5 births, lowest rates.—Vanmaster, 20, Ongar Rd., Great Dunmow, Tel. 7. (4697)

TOURING and residential caravans, tent trailers, luggage trailers, cars.—Selfdrive Caravans, Ltd., Branch Rd., Parkstreet Village, St. Albans, Parkstreet 2129. (9859)

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HIGH-CLASS mobile caravan hire fleet, latest models, specialised services.—Pendower Caravans, Westfield Rd., Bishop's Stortford, Tel. 301. (0978/R)

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TOWING brackets, over 100 designs from stock.—B. Dixon-Rate, Ltd., Chester, Tel. 24034. (0576/R)

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HOLDER GRAISELEY caravan chassis axles, ball couplings, jockey wheels, etc. sound design and superior workmanship.—The Holder Chassis Co., 245, Wolverhampton Rd., Heath Town, Wolverhampton. (0441/R)

WORTH caravan and trailer chassis, undergears, couplings, jacks, jockey wheels and all component parts; write for lists.—Jerry Wadsworth & Son, Ltd., Ripponden, Yorkshire. (0095/R)

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LONDON stockists for Brookhouse and Tasker trailers for private and commercial purposes from £31/10; delivery from stock; trailers available for hire. Jarvis & Sons, Ltd., Morden Rd., S.W.19 (3 mins. Morden Tube Station). Liberty 8221-6 lines. (M2086)

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SWANMORE GARAGE, Ltd., Bournemouth.

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RAYMOND WAY, the hire purchase specialists.

RAYMOND WAY for your new A.C. Petite; immediate delivery on payment of ¼ deposit, choice of colour and motor cycles welcome in exchange.—Kilburn Bridge, N.W.6, Maids Vale 6044. Open to 8 p.m. 6 days a week. (0776/R)

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PRIDE & CLARKE, Ltd.—A.C. distributors; all models for inspection and demonstration; exchanges welcomed; one-fifth deposit secures delivery, balance over 2 years.—Stockwell Rd., S.W.9 (Brixton 6251) and 237, Brixton Hill, S.W.2. (Tel. 3664). (N3068/R)

ALFA-ROMEO

SMORRIS & Co., sole London distributors, 40, Conduit St., W.1. Regent 0424, 6 lines. (0194/R)

THOMSON & TAYLOR (BRACKLANDS), Ltd., sole concessionaires United Kingdom.—Forthmouth Rd., Cobham 2848-9. (0826/R)

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ALARD'S MOTORS, Ltd.—Main distributors for all Models, Spares and Service.—Acra Lane, Brixton, S.W.2. Brixton 6431. (0442/R)

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CHARLES FOLLETT, Ltd.—Alvis repair specialists.

OFFICIAL Alvis spare parts stockists.

TRADE supplied.

SERVICE.—Barnside Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. (0307/R)

INGLIS AUTOMOBILE OF EDINBURGH, main agents.—Service.—64-78, H. St., Edinburgh 3. Tel. Waverley 5784. (0736/R)

MANCHESTER.—Alvis main agents, sales and service.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Mc. 19. Rus. 2874/5. (0825/R)

H. A. FOX & Co., Ltd., appointed official retailers for Alvis cars, will be pleased to receive enquiries and orders for Alvis cars.—3-5, Burlington Gdns., Old Bond St., London, W.1. Regent 3822. (0137)

AMERICAN CARS

A NUMBER of new American cars are now available; we shall be pleased to have your requirements; part exchange and h.p. terms arranged.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.5. Kensington 4859. (N4028)

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GUY SALMON AUTOMOBILES. SEE and try the new 1955 Armstrong Siddeley 5-litre Sapphire range at Portsmouth Rd., Thames Ditton, Surrey. Embrook 5551-3. (N4001)

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MIDDLESEX MOTORS (HARROW), Ltd., Armstrong Siddeley Stockists.—Immediate delivery of Sapphire; part exchanges.—Station Rd., Harrow. (0203/R)

WALTER SCOTT, Ltd.—New Sapphire from stock; part exchange or H.P.—39, College Crescent, Hampstead, N.W.5 (Swiss Cottage Tube). Primrose 5914. (N4006)

PASS AND JOYCE, Ltd., England's largest distributors for the new superb Armstrong Siddeley Sapphire—184-188, Gt. Portland St., London, W.1. Museum 1001. (0711/R)

CHEAM MOTOR & ENGINEERING Co., Ltd., Area Dealers for Armstrong Siddeley.—Demonstrations, spares and service.—Ewell Rd., Cheam, Surrey, Vauxhall 0125.

LYTTELTON GARAGE, Ltd.—1955 new Sapphires from stock; part exchanges, h.p. terms, after-sales service, repairs.—Hamptstead Garden Suburb, Speedwell 5500 and 3550. (0192/R)

ARMSTRONG SIDDELEY

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WILSONS The Enthusiastic Owner-Agents. Immediate delivery all models, see our 1955 Sapphire show and have a demonstration run at any time (including Sundays) 1-5, Dorking Rd., Epsom, Surrey. Epsom 5901, or 34, Acra Lane, S.W.2; Brixton 4011. Quick delivery and "Service that Exceeds." (N4085/R)

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CTHE CAR MART, Ltd., Austin London Distributors, invite you to inspect the full range of Austin cars that are always available at their showrooms and depots in the London area.—297, Euston Rd., N.W.1. Euston 1212. (0351/R)

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PLACE your order now for earliest delivery of all models, part exchanges; deferred terms; open day and night.—Shaw Motors, Ltd., 666-678, Garratt Lane, S.W.17. Wm. 3031-2. (N4008)

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AUSTIN A40 P.U., new, unregistered; immediate delivery; terms, part exchanges, cars or motor cycles.—Dudden Hill Lane, N.W.10. Willesden 4869. (N4017)

BURGE & INGOLIS, Ltd.

AUSTIN A50 stream-line, blue, new, unregistered, immediate delivery; terms, part exchanges; cars or motor cycles.—Dudden Hill Lane, N.W.10. Willesden 4869. (N4017)

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IMMEDIATE delivery A30 Countryman.

ALL models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Tube), N.W.5. Hamstead 6041. (N4018)

KDM & CHERRINGTON, Ltd.—9, Albemarle St., London, W.1. Gros. 5551. (N2054/R)

HERBERT & MILLS, Ltd., Austin A30 early delivery. 75, Gt. Portland St., W.1. Langham 8506-7. (0274/R)

W. T. RICHARDS (BEXLEYHEATH), Ltd., Austin retail dealers, part exchanges.—74-78, Broadway, Bexleyheath, Tel. 1666. (0247/R)

AUSTIN Princess Lwb. limousine, electric division, 100 extra, early delivery.—Jack Olding & Co. (Motors), Ltd., Mayfair 5242. (N3030)

SPRINGFIELD GARAGES, Ltd., direct agents, sales and service, Winchmore Hill Rd., Southgate, N.14. Pal. 5576-7, evenings Pal. 8974. (0274/R)

SMITH & HUNTER, Austin direct agents, immediate and near delivery; exchanges, deferred terms.—376, Kensington High St., W.14. Western 2312. (N4019)

HILLINGTON MOTORS, Ltd., Austin direct agents, full sales and service facilities.—325-7, Long Lane, Western Ave., Hillingdon, Tel. Uxbridge 8588.

R. C. WIMBUSH, Ltd., Austin Stockists; part exchanges and h.p. facilities.—312, Earls Court Rd., S.W.5. Frenchie 8401. (N4056)

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MEBES & MEBS, Ltd. (Est. 1893), The Direct delivery of most models, including commercial vehicles; part exchange and extended payments, always in stock a number of used Austin cars with B.M.C. V8 engines.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 3040. (N585)

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AUSTIN-HEALEY 100, black, immediate delivery.—Jack Olding & Co. (Motors), Ltd., Mayfair 5242. (N3030)

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AUSTIN-HEALEY 100, green, with heater, immediate delivery.—Bram Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Frenchie 3335. (N585)

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AUSTIN-HEALEY 100, red with red leather, immediate delivery; £1,063.12.6 (inc. tax)—G. W. Wilkins, Ltd., Lion Gate, Hampton Court, Middlesex. 401. (N4019)

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CAR MART, Ltd.

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CLOUCCETER House, 150, Park Lane, W.1 (Corner of Piccadilly), Grosvenor 3434. (N1059/R)

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OFFICIAL Bentley retailers.

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MAREFAIR, Northampton. Tel. 4540. (0588/R)

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SERVICE Station remains at Chesham Hill Rd., Manchester, 6, Tel. Blackfriars 2802. (0560/R)

H. A. FOX & Co., Ltd., officially appointed Bentley retailers and service agents.—Showrooms and Head Office, 3-5, Burlington Gdns., Old Bond St., London, W.1. Tel. Regent 9922. (01518)

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BURNS STATION GARAGE, Ayr 3338.—Sole distributors Edinburgh and South of Scotland; demonstrations available on Petrol Injection car and 12-seater bus. (N591)

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BRITISH & COLONIAL MOTORS, Ltd.—13-14, Upper St. Martin's Lane (Adj. Leicester Sq.), London, W.C.2. Temple Bar 3588. Distributors for London and Home Counties. (N1027/R)

IMMEDIATE delivery new Chevrolet Bel-Air 4-dr. station wagon.—Fennell & Harrison, Ltd., 13-14, Upper St. Martin's Lane, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. (N1027/R)

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ALL models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays. Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6261. (N4018)

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FORD Zephyr convertible, black and red.—Haskins, Ladbroke 1135. (N3027)

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CONSUL convertible black/beige; immediate delivery; cash or terms up to maximum period. Wilsons Automobiles & Coachworks, Ltd., 24, Acton Lane, S.W.2. Brixton 4011. (N4085/R)

F. H. PEACOCK, Ltd., main Ford dealers. Sales and service, coachbuilding, insurance. 219-221, Balham High Rd., S.W.17. Balham 4801 (5 lines), 104, Peck Rd., Folkestone. Folkestone 51222 (2 lines). (N0095/R)

ATLAND & TABOR, Ltd., Welywyn By-Pass, Herts. (Welywyn 491/2/3), offer immediate delivery Consul convertible, Winchester blue, and Zephyr convertible, Dorchester grey. Maximum H.P. terms available. one-fifth down, balance over 2 years. (N1001)

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MANCHESTER, 1-5, Peter St. (Blackfriars 7943). (N153/R)

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COMBS & SONS (Guldford), Ltd. for Jaguar sales and service. MAIN agent for South West Surrey.—St. Catherine's Garage, Guldford 62907/9. [0244/R]

KJ MOTORS, Ltd., N.W. Kent's leading Jaguar area dealers.—Bromley Rav. 3456. [0286/R]

KDM & CHERINGTON, Ltd., S. Albemarle St., W.1. Gros. 5551. [N2054/R]

NEW Jaguar Mark VII, orders taken for early delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Enfield Rd., Enfield, Howard 1631. [N4009]

NEW Jaguars, good deliveries most models in stock, main dealers.—The County Garage (M. & H.), Ltd., Lancaster Rd., Morecambe. Tel. 207. [0069/R]

NEW Jaguar Mark VII M saloon, with overdrive, finished lawn and biscuit leather, immediate delivery; list price.—Robbins, East Putney. Tel. 7881. [N3010]

W. T. RICHARDS (BEXLEYHEATH), Ltd., Jaguar area dealers; early delivery Mark VII saloons; part exchanges.—74-76, Broadway, Bexleyheath, Tel. 1666. [0914/R]

SIDNEY MARCUS, Ltd., accredited agents; early delivery all models, first-class after-service.—Sidney Marcus, Ltd., 53, Sloane St., S.W.1. Tel. Sloane 3557/6970. [N3006]

IMMEDIATE delivery of one new Jaguar Mark VII model M saloon, fitted overdrive, finished in lavender grey/red.—Royston Motor Company, Royston 2146/3266. [5790]

R. P. POWELL MOTORS, Ltd., East London area dealers.—Mark VII M model available for immediate demonstration and inspection.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0439]

ALAND & TABOR, Ltd., Welywyn By-Pass, Herts. (Welywyn 481/2/3), offer immediate delivery Jaguar Mark VII type M saloon, cream. Maximum H.P. terms available—one-fifth down, balance over 2 years. [N1001]

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KAISER cars, sole concessionaires for Great Britain, sales, service, spares.—Steele Griffiths, Ltd., Camberwell Green, London, S.E.5. Rodney 2201-6; regional depot, opposite London Airport, Hayes, Middlesex. [0309/R]

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GEE CAR, Ltd., official distributors for Mercedes-Benz; demonstrators available; early delivery of all models; terms and exchanges. Showrooms.—169, Fulham Rd., Chelsea, S.W.3. Knightsbridge 4753. Service Depot.—80-82, Queenstown Rd., S.W.8. Macaulay 3363/4. [0923/R]

WORKING MOTORS.

DISTRIBUTORS for Surrey and Sussex; all models available; exchanges and terms.—Maybury Hill Garage, Woking 4277-8. [N4057]

WELWYN SERVICE DEPOT, Ltd.,

HERTS, Bucks and Northants Main Distributors; enquiries invited for early delivery.—Welwyn Garden City, Hatfield 2178. [0611/R]

SWANMORE GARAGE, Ltd., Bournemouth.

OFFICIAL Distributors (trade and retail) Mercedes-Benz; earliest delivery all models. Showrooms.—1178-1180, Christchurch Rd., Bournemouth. Tel. Southbourne 43544. [N4042]

NEW Mercedes 180, grey; immediate delivery; list price.—Robbins, East Putney. Tel. 7881. [N3010]

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13, distributors for Lancashire and Cheshire, sales, spares, service.—Tel. Ardwick 4361-7. [0265/R]

MIDLAND Counties distributors; demonstrations of all models.—Carol's Garage, Ltd., Wolverhampton Rd., Oldbury, Birmingham. Broadwell 1285/2700. [0176/R]

CAMBRIDGESHIRE, Suffolk and Norfolk distributors for Mercedes cars; demonstration cars in stock and available on application to O. G. Barnard & Sons, Ltd., Stowmarket. [0591]

DAVIES MOTORS, Ltd., official distributors.—Current demonstration cars available; early delivery of all models; full service and spares facilities.—275, Galt Rd., Staines, Tel. 4211-5. [N1090]

GALT OF GLASGOW, main agents, thoroughly recommend these magnificent cars; earliest deliveries.—James H. Galt, Ltd., 22, Woodlands Rd., Glasgow, C.S. Tel. Douglas 7598. [0964/R]

MERCEDES-BENZ new type 300B de Luxe saloon, in black with grey side interior, available for immediate delivery.—MOORTOWN MOTORS, LTD., main dealers, REGENT STREET, LEEDS, 7. Tel. 31894-5. [0672]

INGLIS AUTOMOBILES OF EDINBURGH, distributors for Scotland.—The latest 1955 models are now on show, and we invite all who enjoy motoring in the finest sense to see and try these outstanding cars; all our cars are backed by an enthusiastic service department with factory trained mechanics, and a comprehensive stock of spares.—64-78, Pitt St., Edinburgh, 3. Tel. Waverley 5784. [0733/R]

M.G.

ROWLAND SMITH for M.G.

ALL models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

WE value cars in part exchange.—Performance Cars, Brentford, Middx. Ealing 8841. [N3041]

SMITH MOTORS OF DULWICH for your new M.G. T.F.—265, Rye Lane, S.E.15. New Cross 0460. [0629/R]

NEW M.G. T.F. 1500, immediate delivery, list price.—Evans & O'Malley, Ltd., Loundes Square, Knightsbridge, S.W.1. Sloane 1553/1708. [1211]

HAMMERSMITH and Chiswick.—M.G. official agents, early delivery, full service facilities.—Rogers Garages, 22, Chiswick High Rd., W.4. Chiswick 6720. [N5054]

MERBES & MERBES, Ltd. (Est. 1893), M.G. specialists, offer rotational delivery of Magnette saloon and T.F. 2-seater, various colours; part exchanges and deferred terms; always in stock a number of second-hand models with B.M.C. guarantees.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2080. [N3012]

MORGAN

BASIL ROY, Ltd., Morgan distributors, full range on view, see and try Morgan fitted with TR2 engine.—161, Gt. Portland St., W.1. Langham 7733. [0510/R]

MORGAN Plus-Four with TR2 engine.—Try Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018]

MORGAN—Leicester and Rutland County distributors, most models from stock; part exchanges accepted.—Cox's Motors (Leicester), Ltd., Conduit St., Leicester. Tel. 60319/20023. [1019]

MORGAN Plus 4; prompt delivery of these cars; spares for same, huge stocks of 4/4 and 3-wheeler spares.—F. H. Douglas, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Eal. 0571. [0728/R]

MORRIS

ROWLAND SMITH for Morris.

ALL models supplied, part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

SMITH & HUNTER, Morris contracting agents, rotational delivery, exchanges, earlier deferred terms.—378, Kensington High St., W.14. Western 2312. [N4019]

WILSONS AUTOMOBILES & COACHWORKS, Ltd., for favourable delivery all Morris models, including light commercials.—34, Acre Lane, London, S.W.2. Brixton 4011. [N4085/R]

MORRIS

LANKESTER ENGINEERING Co., Ltd., officially appointed retailers Morris cars and vans; reasonable delivery.—39-43, Eden St., Kingston-on-Thames, Surrey. Tel. Kingston 3151-6. [0264/R]

MERBES & MERBES, Ltd. (Est. 1893), Morris Specialists for past 30 years; offer rotational delivery all models, including commercial vehicles, part exchanges and deferred payments; always in stock, a number of used Morris cars with B.M.C. warranty.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2080. [N3012]

NASH

NASH car spares and repairs through Nash Concessionaires, Ltd., only.—Nash St., Albany St., N.W.1. Euston 5558-9. [0662/R]

OLDSMOBILE

SIMPSON'S offer:—

1955 new Oldsmobile Starfire 28 coupe, every sale, possible extra, 1-3 weeks delivery.

1955 new Oldsmobile Super 88 4-door saloon, every possible extra, immediate delivery.

1955 new Oldsmobile 88 coupe, with extras, immediate delivery.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8891/3905. [N4015]

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining Counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600). Service workshop and Spare Parts, 7, Pembroke Villas (nr. Westbourne Grove), W.11 (Raywater 6526-7). [0257/R]

OPEL

LANCASHIRE and Cheshire distributors for Opel GROSVENOR GARAGE, Burnage Lane, Manchester, 19, Rus. 2874-5. [0195/R]

PACKARD

SOLE Concessionaires, Leonard Williams & Co., Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0730/R]

PANHARD

JUNIOR sprint sports 3-seater cabriolet now available. Home market, export, tourists, 850cc. air cooled, front-wheel drive, 40 mpg; sportsmen appreciate the speed and road holding, leads the chassis appearance.—View at T. & F., 10, Winchester Mews, N.W.3. Pri. 6159. [N4106]

PEUGEOT

TOM KNOWLES. TOM KNOWLES, Peugeot Concessionaires, 19, Brick St., Piccadilly, W.1. Grosvenor 3673-4. [0898/R]

MAYDAY MOTORS, Ltd., PEUGEOT Distributors; 1955 models in stock.

MAYDAY MOTORS, Ltd., Mayday Rd., Croydon, Thornton Heath 3473/4/5. [0977/R]

TRY the amazing Peugeot 203 at Lockhart's Service depot (Distributors for Beds, Bucks, and Herts.) Chiltern Rd., Dunstable. Tel. 114. [0361/R]

DISTRIBUTORS PEUGEOT, Ltd., Peugeot concessionaires for the whole of the British Isles (excluding the London Metropolitan Police area, other than the districts within the counties of Surrey and Kent); 127, High St., Croydon, Tel. Cro. 7211/7217. [0391/R]

PONTIAC

SIMPSON'S offer:—

1955 new Pontiac Chieftain r.h.d. 4-door saloon, with extras, castle grey over raven black, approximately 2 weeks delivery.

1955 new Pontiac Chieftain r.h.d. 4-door saloon, with extras, Consul tan over castle grey, approximately 2 weeks delivery.

1955 new Pontiac Star Chief Catalina, power brakes and steering, radio, heater, all extras, delivery 2-10 weeks.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8891/3905. [N4015]

PONTIAC.—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Pimlico 7752-4. Also at Pontiac Works, Farnham Rd., Ascot, Berks. [0950/R]

PORSCHE

SOLE concessionaires for the Type 356 1.4-litre models and Type 550 Spyder competition model, Middlesex. Tel. Hounslow 0011. [N2015]

EUROPEAN CARS, Ltd., Porsche retailers, offer 1500cc hard top model early delivery; demonstration run can be arranged.—129-131, Old Brompton Rd., S.W.7. Frenant 7722. [0526/R]

RELIANT

RELIANT cars, £5 annual tax. Thp.—Asstons of Coventry, Gosford St. Tel. 69421. [0972/R]

SLOCUMBER, Ltd.—Regal Thp. 5-wheelers, 50mpg; £350/12/9 inc. P.T.; immediate delivery; terms, part exchanges, cars, motor cycles, or 3-wheelers.—35-32, Dudden Hill Lane, N.W.10 (near Dollis Hill Underground). Willesden 4869. [N4017]

RENAULT

RAYMOND W.V. FOR your Rna 31 750cc saloon for immediate delivery on 15 deposit.—Kilburn Bridge, N.W.6. Maida Vale 0364. Open to 6 p.m. 6 days a week. [0777/R]

METROPOLIS GARAGES, Ltd., London distributors for Renault.—1-31, Maclean Rd., W.14. Sls. 5385-6-7. [0626/R]

FRED GUY for new Renault, immediate delivery, 750cc terms and exchanges.—158, King St., W.6. Riverside 5151. [0065/R]

DISTRIBUTORS W.E. Evans, all models from stock; terms, exchanges.—St. Botolph's Garage, Magdalen St., Colchester. Tel. 9959. [5295]

NEW CARS FOR SALE

RENAULT

WILSONS AUTOMOBILES & COACHWORKS, Ltd., for new Renaults; immediate delivery, h.p. and part exchange.—1, Dorking Rd., Epsom 3901. (N4085/R)

RENAULT sales and service. Immediate delivery of 750 cc de luxe saloons, in all colours; h.p. arranged. —Witcher & Son, 55-754 Cadogan Lane, London, S.W.1. Sloane 4126. (N1086/R)

RENAULT—Leicester and Rutland County distributors, 750cc and 2-litre from stock; part exchanges accepted.—Cox's Motors (Leicester), Ltd., Conduit St., Leicester. Tel. 60519/20023. (N1059)

AUTO SALES (LONDON), Ltd., are North London distributors of the popular 750cc Renault and can give early delivery of new models; we give the best in sales and service.—59-65, Belsize Rd., N.W.6. Tel. M.1. 5555. (0110/R)

RILEY

KDM & CHERRINGTON, Ltd., 9, Albemarle St., W.1. Gro. 5551. (N2054/R)

SMITH MOTORS OF DOLWICH for Rileys; terms, exchanges.—285, Rye Lane, S.E.15. New X 0462. (0530/R)

RILEYS—Try Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. (N3018)

ROLLS-ROYCE

CAR MART, Ltd.

OFFICIAL retailers offer for future delivery the new Rolls-Royce Silver Cloud saloon, demonstration cars available.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212; 27, Davis St., Grosvenor Sq., W.1. Mayfair 5011.

GLOUCESTER House, 150, Park Lane, W.1 (Corner of Piccadilly). Grosvenor 3434. (N1039/R)

GROSE, Ltd., Northampton.

OFFICIAL Rolls-Royce retailers.

SHOWROOMS and service.

MAREFAIR, Northampton. Tel. 4540. (0520/R)

DAVID ROSENFELD, Ltd.

OFFICIAL Rolls-Royce and Bentley retailers.

SHOWROOMS: 38/42, Peter St., Manchester, 2. Deansgate 6971.

SERVICE Station remains at Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. (0561/R)

H. A. FOX & Co., Ltd., officially appointed Rolls-Royce retailers and service agents. Also rooms and Head Office, 3-5, Burlington Gdns., Old Bond St., London, W.1. Tel. Regent 8822. (0139)

RIPPON BROS., Ltd., the largest Rolls-Royce and Bentley distributors of Silver Wraith and Park VI Bentley cars with special coachwork. Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). (0249/R)

ROVER

HENLYS, England's leading Motor Agents

ROVER distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

ROVER.

ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1144. (N3028/R)

COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.

MAIN agents for South-West Surrey. St. Catherine's Garage, Guildford 62907-8. (0245/R)

DORKING MOTOR Co., Ltd., main dealers, Rover 90, 75 and 60.—Dorking 2256. (N1088)

KDM & CHERRINGTON, Ltd., 9, Albemarle St., W.1. Gro. 5551. (N2054/R)

KJ MOTORS, Ltd., N.W. Kent's leading Rover area dealers.—Bromley, Rav. 3456. (0287/R)

BEKHEILL—F. Dodson, Ltd., Rover distributors Beckville Garage, Middlessex Rd., Tel. 2382-3. (0951/R)

CROYDON Main Agents, Leatherwood's Garage, Ltd., 203, St. James's Rd., Croydon, Thro. 1222. (0065/R)

DELIVERY enquiries invited by the Rover distributors for North Devon.—Ellis & Bideford, (Tel. 744.)

WATFORD.—Harris-Mayes & Co., delivery enquiries invited; main dealers since 1933.—Ace of "Herts" Garage, Watford 4026. (N1237)

W. T. RICHARDS (BEKLEYHEATH), Ltd., Rover retail dealers; part exchanges.—74-78, Broadway, Bekleyheath, Tel. 1666. (0912/R)

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd., Rover distributors and parts service.—Marefair, Northampton. Tel. 4540. (0001/R)

BIRMINGHAM.—Hutton Motors, Ltd., Rover stockists, delivery enquiries invited for the 1955 models; any car taken in part exchange.—71, Broad St., Midland 2437. (0215/R)

ROSENFELD for Rover, distributors for Lancashire and Cheshire.—David Rosenfeld, Ltd., 38-42, Peter St., Manchester, 2. Deansgate 6971. Service station remains at Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. (0561/R)

LAND-ROVER

HATTON, Birmingham, officially appointed Land-Rover dealers, delivery enquiries invited for 1955 models; used Land-Rovers or passenger cars taken in part exchange.—Hutton Motors, Ltd., 71, Broad St., Birmingham, Midland 2437. (0215/R)

SIMCA

FIAT (ENGLAND), Ltd., Sole Concessionaires in Great Britain and Northern Ireland for

SIMCA Cars and Spares.—Distributors and Dealers throughout the country.

FIAT (ENGLAND), Ltd., Water Rd., Wembley, Tel. Farnside 5651. (N0865/R)

H. E. PAUL, Ltd.

SEE and try the new Simca Aronde; orders accepted for immediate delivery.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0921/2. (N3040)

WE value cars in part exchange.—Performance Cars, Brentford, Middx. Ealing 8841. (N3041)

SURLING MOTOR BODIES, Ltd., Distributors for Bedford and Hertford.—Lower High St., Watford, Tel. Watford 4491. (0382/R)

AUTOWORK (WINCHESTER), Ltd., distributors of the famous Simca for the county of Hampshire; Southgate St., Winchester. Tel. 4965. (N1010)

NEW Simcas, all models, largest selection; distributors—obviously Anthony Crook Motors, Caterham Hill, Surrey. Tel. 2232-3. (N1063)

BROMLEY—Simca Aronde, immediate delivery, black, red interior.—Johnson & Brown, 269/270, High St., Bromley Ravensbourne 8841-2. (N2073)

SIMCA.—Full information and delivery details from J. Leicestershire and Rutland distributors, part exchange.—Cox's Motors (Leicester), Ltd., 11/15, Conduit St., Leicester 60319. (N1059)

DAVIES MOTORS, Ltd., official distributors, current demonstration car available; immediate deliveries; full service and spares facilities.—273, London Rd., Staines. Tel. 4211 (5 lines). (N1060)

MAYFAIR GARAGES, Ltd.—West-End retail dealers and stockists of the new Aronde saloon, £264/11/7, including purchase tax; immediate delivery from stock; demonstrations.—Balderton St., Mayfair, W.1 (opposite Selfridge's clock). Mayfair 5104. (N3009)

SINGER

WE value cars in part exchange.—Performance Cars, Brentford, Middx. Ealing 8841. (N3041)

IMMEDIATE delivery from stock, Singer Hunter.—Kirkdale Car, Cobbe Corner, Sydenham, S.E.26. Sydenham 6129. (N2068)

PILCHERS, Ltd., 314, Kingston Rd., S.W.20. Liberty 2350.—Immediate delivery of the Singer Hunter saloon. (0497/R)

TRADE and retail agents, full range on show at the 100% Singer specialists.—Automenders, Ltd., Ferry Rd., Barnes, S.W.13. Riverside 5391. (0757/R)

STANDARD

SHAW MOTORS, Ltd.

PLACE your order now for earliest delivery of all models; part exchanges, deferred terms; open day and night.—Shaw Motors, Ltd., 666-678, Garratt Lane, S.W.17. Wim. 3031-3. (N4008)

HALLS (FINCHLEY), Ltd.

AREA dealers for Standard and Triumph, all models for inspection and demonstration; part exchange, h.p. terms.—Odeon Parade, North Finchley, N.12. Hill 1044. (5635)

ROWLAND SMITH for Standard.

ALL models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.9. Hampstead 6041. (N4018)

BERKELEY SQUARE HOUSE GARAGE

EXCLUSIVE Standard retail dealers.

OFFER immediate or early delivery all Standard models, with service on the spot; day and night garage facilities.

BERKELEY Sq., London, W.1. Grosvenor 4543. (0856/R)

STANDARD 8, 10 and Vanguard.—Premier Motors, 295-7, Lewisham High St., S.E.13. Lee 1051. (N3063)

STANDARD 8 saloon.—Try Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. (N3018)

W. T. RICHARDS (BEKLEYHEATH), Ltd., Standard and Triumph area dealers; part exchanges.—74-78, The Broadway, Bekleyheath, Tel. 1666. (0913/R)

STANDARD car specialists in sales and service; deferred terms.—Starnes Motors, 103, Cricklewood Broadway, London, N.W.2. Gladstone 2480. (0413/R)

STANDARD 10 saloon.—Try Motorists (London), 3 Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. (N3018)

STANDARD Vanguard.—Try Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. (N3018)

1/5TH deposit, balance 24 months, secures quick delivery of new Standard 8 and 10 saloons.—New Cross Car Mart, Tilgway 2908. (N3084)

SIDNEY MARCUS, Ltd., early delivery from stock, all models. First-class After Service.—33, Sloane St., S.W.1. Sloane 6970. (N3006)

ERKINS, Woking, for most Standard cars; exchange 2 and immediate h.p. terms.—S. F. Erskine & Son, Ltd., Tel. Woking 330. (N2051)

KJ MOTORS, Ltd., N.W. Kent's leading Standard/Triumph area dealers, favourable delivery on some models.—Bromley, Kent, Rav. 3456. (0494)

CARR'S AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6088.—Standard and Triumph main distributors in areas of Surrey and Kent. (0036/R)

STANDARD

STANDARD Vanguard, grey/red Vynide, heater, list price, exchanges.—Taylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.19. few minutes Clapham Junction. East. 2252.

DUAL-TONE Vanguard, grey and blue, radio and heater, for immediate delivery at list price.—Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. (N3018)

YOU couldn't do better than secure immediate delivery of your new Standard Vanguard saloon, colour or black available, current market value for your present car subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Bdy., London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. (N2006)

IMMEDIATE delivery new Standard Vanguard estate car, heater and overdrive.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. (N1027)

DUDLEY COBOLD AUTOMOBILES for immediate delivery of Standard Vanguard and 8 family saloon and early delivery of 10 and 8 de luxe models.—208, 210, 216, The Broadway, Wimbledon, S.W.19. Cherrywood 3567-7. (5385)

L. F. DOVE, Ltd., the Standard and Triumph main agents, have a full range of demonstration models available; part exchanges; hire purchase; order now for the spring.—69, The Broadway, Wimbledon, S.W.19. Liberty 3588. (N1077)

WILSONS AUTOMOBILES & COACHWORKS, Ltd., can offer favourable delivery of 8 and 10hp models, also Vanguard and light commercials.—34, Acre Lane, S.W.2. Brixton 4011; and 1-3, Dorking Road, Epsom 3901. (N4085/R)

STANDARD and Triumph distributors in Surrey since 1911; immediate delivery Phase II Vanguard saloons; choice of colour; also diesel engine saloon; demonstration cars available.—Lankster Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 5151-6. (0402/R)

STUDEBAKER

STUDEBAKER Champion and Commander saloons with r.h.d. for immediate delivery subject being unsold.—West Coast Motor Co., Ltd. (Est. 1905), 1, Arrad St., Liverpool, 7. Royal 1918-9. (5604)

A LIMITED number of new 1955 Studebakers, 4-door saloon with right-hand steering, are now available for early delivery.—Studebaker Distributors, Ltd., Henly House, 385, Euston Rd., N.W.1. Euston 4444. (0090/R)

SUNBEAM

GORDON CARS (LONDON), Ltd., offer for early delivery all Sunbeam models.

GORDON CARS (LONDON), Ltd., 26, North End Rd., Golden Green (opp. Tube Station), N.W.4. Speedwell 2564 or 4701. (1874)

BARNET area—Sunbeam main dealers.—Hadley Green Garages, Ltd., 202-4, High St., Barnet 0332. (0413)

SUNBEAM Alpine, one only, red with bright red upholstery, list price, part exchanges, advantageous hire purchase terms.—Newton Service Garage, Newton's Corner, Wembley Park, Arnold 5252. (5749)

SUNBEAM-TALBOT.—Smith Auto Co., Ltd., main dealers for Rootes Group, offer early delivery of saloon and coupe models and orders accepted for the Sunbeam Alpine—145, London Rd., Croydon. Croydon 2115 (3 lines). (0869/R)

SWALLOW DORETTI

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6088.—Standard and Triumph main distributors in areas of Surrey and Kent. (0036/R)

SPIKINS (TWICKENHAM), Ltd., distributors of Doretti, now available, all spares, accessories, and service at 82-101, Heath Rd., Twickenham, Tel. Poplar 1035-6-7-8. (0996/R)

LANKESTER ENGINEERING Co., Ltd., 80-83, Victoria Rd., Surbiton, distributors in Surrey for Swallow Doretti, offer immediate delivery; demonstration car available.—Elmbridge 1184-5. (0329/R)

TRIUMPH

BURRO & INGLIS, Ltd.

TR2, pearl white; terms, part exchanges, cars or motor cycles.—Dudden Hill Lane, N.W.10. Willenden 4869. (0840/R)

ROWLAND SMITH for Triumph.

TRIUMPH TR2, immediate delivery, basic and overdrive models

ALL models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.9. Hampstead 6041. (N4018)

BERKELEY SQUARE HOUSE GARAGE, Ltd.

EXCLUSIVE Triumph retail dealers.

OFFER for immediate delivery all Triumph models, service on the spot; day and night garage facilities.

BERKELEY Sq., London, W.1. Grosvenor 4543. (0856/R)

HARD top TR2 with overdrive; immediate delivery.—Light Car Co. (Quality Cars), Derby 43586, (5204)

1955 model white TR2, immediate delivery.—K. J. Motors, Ltd., Bromley, Ravensbourne 3456. (0285/R)

TRIUMPH sports TR2; immediate delivery.—Premier Motors, 295-7, Lewisham High St., S.E.13. Lee 1051. (N3063)

TR2—We value cars in part exchange.—Performance Cars, Brentford, Middx. Ealing 8841. (N3041)

TR2.—Try Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. (N3018)

NEW CARS FOR SALE

TRIUMPH
LYNE, FRANK & WAGSTAFF, Ltd., Tottenham Lane, Crouch End Hill, N.6. Mountview 4401, offer:—

TRIUMPH TR2, British racing green, available immediate delivery; list price. [N3096]

METROPOLIS GARAGES, Ltd., offer immediate delivery of the **Triumph TR2**—1.31, Maclede Rd. W.14. Sbe. 5385-6-7. [N3099]

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6088.—Standard and Triumph main distributors in areas of Surrey and Kent. [N3093/R]

TRIUMPH TR2 sports, red/brown, list price: exchange—**Bayly & Root, Ltd.**, 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2253. [N3092]

JACK ROSE, Ltd., Triumph agents and stockists.—New TR2 in red, immediate delivery; list price.—**Stafford Rd., Wallington, Surrey.** Wallington 6677/Burgh Heath 2576. [N3056]

STANDARD & TRIUMPH (distributors in Surrey since 1911), immediate delivery TR2 models, choice of colour; demonstrator available—**Lancaster Engineering Co., Ltd.**, 80-83, Victoria Rd., Surbiton, Tel. Elmbridge 1184-5. [N3093/R]

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. (Welwyn 361/2/3), offer immediate delivery TR2 Hardtop, overdrive, heater, British Racing Green; also open 2-seater, British Racing Green. Maximum H.P. terms available—one-fifth down, balance over 2 years. [N3001]

L. F. DOVE, Ltd., the London TR2 centre.—Buy your TR2 from the first specialist centre; service, spares; choice of specification and colour for quick delivery; part exchange, hire purchase.—Send for details of Hard Top Conversion to 69, Broadwater, Wimbledon, S.W.19. Liberty 3456. [N1077]

VAUXHALL

VAUXHALL Cars.

MANSFIELD, Ltd., offer reasonable delivery of all models, part exchanges and h.p. facilities.
MAIN dealers at Eastbourne, Brighton, Lewes, Hove, M. Worthing, Crowborough.—Enquiries to 17, Cornfield Rd., Eastbourne, Tel. 3903. [N167/R]

VAUXHALL cars—**Shaw and Kilburn, Ltd.**, Showrooms:—4, Berkeley Sq., W.1. Grosvenor 4328. [N1080]

PARTS and service: Western Ave., W.3. Acorn 6641. [N1019/R]

KEITH & BOYLE (Ldn.) Ltd., Terminal House, 80, Clapham Rd., S.W.9 (close to Oval Underground). [N1078/R]

VAUXHALL main dealers, spares and service. Tel. Reliance 4211 (extension 10 or 19). [N3086/R]

KJ MOTORS, Ltd., main dealers for Bromley, Orpington districts—**Bromley, Rav. 3456.** [N221/R]

VAUXHALL—L. F. Dove, Ltd., area dealers for Woking and district; early deliveries.—**Guildford Rd., Woking, Tel. Woking 1282.** [N1078]

VOLKSWAGEN

V

VW MOTORS, Ltd.

SOLE concessionaires, Great Britain and Northern Ireland.—Cars available for early delivery.—**Byron House, 7-9, St. James's St., London, S.W.1.** Hyton 5601. [N3046]

BROMLEY—Volkswagen Agents offer early delivery all models.—**Johnson & Brown, 268 270, High St., Bromley, Ravensbourne 5841-2.** [N2073]

VOLKSWAGEN

C COLBORNE GARAGE, Ltd., Ripley, Surrey.

BUY four new Volkswagens from the Volkswagen Centre.

ORIGINAL U.K. specialists and leading distributors; demonstration vehicles available, including the commercial and utility range.—**Tel. Ripley 5361.** [N3017/R]

WE value cars in part exchange.—**Performance Cars, Brentford, Middx.** Ealing 8841. [N3041]

SUSSEX distributors—Freshwick (Hove), Ltd., 82, John's Rd., Hove, Tel. 34037-8. [N190/R]

EUROPEAN CARS, Ltd., distributors for London Western districts; early delivery, demonstrations; exchanges, terms; also vans, pick-ups and buses.

129—131, Old Brompton Rd., S.W.7. Fre. 7722. [N3000/R]

SOUTH Yorkshire and North Derbyshire.—**Distributors, J. Glider & Co., Ltd., Cambridge St., Sheffield, 1. Tel. 26358-4. Complete facilities.** [N126/R]

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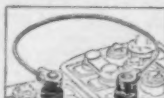
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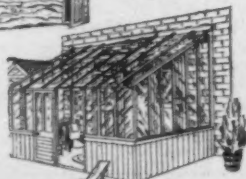
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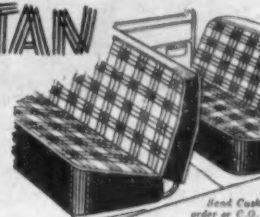
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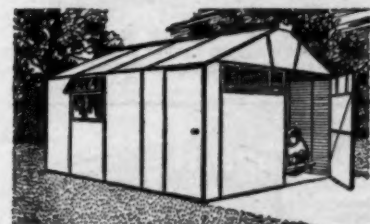
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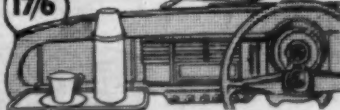
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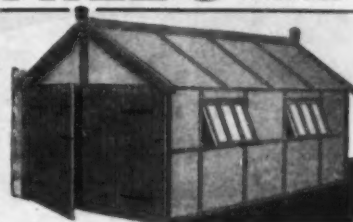
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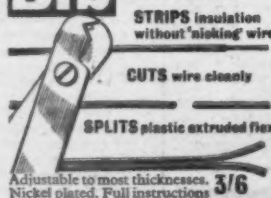
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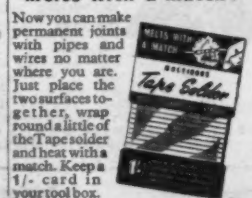
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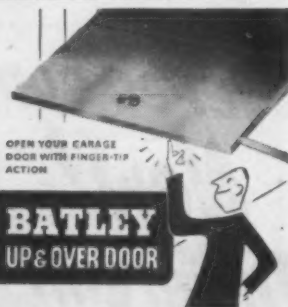
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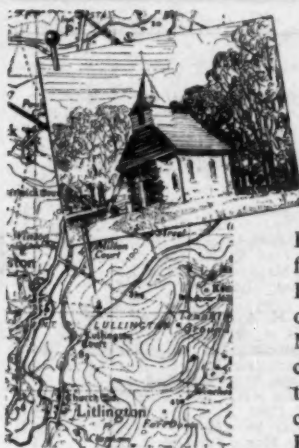


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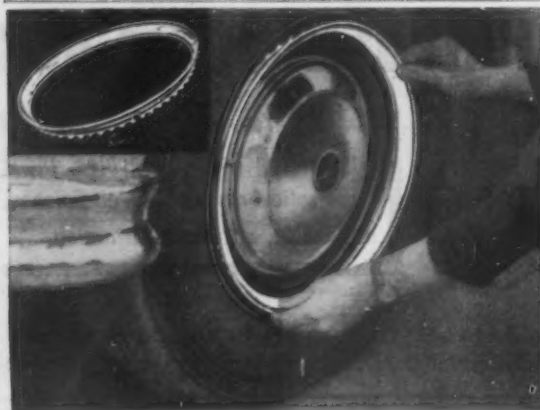


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